REGISTERED No. 1—877.

The Bombay Gazette.

[With Supplement.

No. 8,925.—New Series. BOMBAY:—MONDAY, SEPTEMBER 17, 1877.

LIBRARY OF THE BOMBAY BRANCH OF THE ASIATIC SOCIETY

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follow:—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

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Ten Lines and under—

First insertion	Rs. 5 0
Second do.	2 8
Third do.	1 8
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& line but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	6 As. per Line.
Second do.	4½ ,,
Third and succeeding	3½ ,,

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations Wanted, or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found.

The scale for Advertisements belonging to any of these classes as follows:—

Not exceeding three lines	Rs. 1-0
Each succeeding line	,, 0-8 As.

Advertisements exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the Inch.

DOMESTIC OCCURRENCES: EACH—TWO RUPEES.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM TO ZANZIBAR, COMORO, MAYOTTEE, NOSI-BEH, MAJUNGA AND MOZAMBIQUE, VIA ADEN.

Taking Passengers for Natal, Cape Town and all the East African ports at which the Union Steam-ship Company's Steamers Call.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), will despatch the s. s. MAR, 1,081 Tons, 144 H.P., Commander A. A. Hansard, as above on MONDAY, the 24th September 1877, at 4 p.m.

No cargo will be received on the day of sailing.

For Freight and passage apply to

W. NICOL & Co.,
Agents.

Bombay, 10th September 1877.

WEEKLY STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, will despatch the S. S. MAHRATTA, 742 Tons, 140 H. P., Commander O. R. Mitchell, on THURSDAY, the 20th September, 1877, at 4 P. M., calling at Ratnagherry, Vingoria, Goa Carwar, Mangalore, Cannanore, Tellicherry, Calicut, Beypore, Cochin, Alleppey, Tuticorin, Colombo, Galle, Nagapatam, Madras, Callingapatam, Cocconada, Visagapatam, Bimilpatam, Gopalpore, False Point and at any other place where inducement offers.

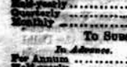
Cargo for Singapore and China can be booked fortnightly by the steamers on this line hence or from intermediate ports for transhipment at Galle to the Steamers of the Compagnie des Messageries Maritimes de la France which run regularly.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

WEEKLY STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch the S. S. UMBALLA, 840 Tons, 140 H.P., Commander R. L. Turner, on THURSDAY, the 20th September 1877, at 4 P.M., to the PERSIAN GULF, touching at KURRACHEE, MUSCAT, BUNDERABBAS, LINGA, BUSHIRE, FAO, BUSHEER, and occasionally at BAHREIN and MAHOMERAH.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

BI-WEEKLY STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will, during the present season, despatch a Steamer to Kurrachee every WEDNESDAY at 4 P.M., and an Extra Steamer on every SATURDAY at 2 p.m.

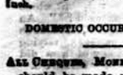
The S. S. VINGORLA, 577 Tons, 130 H. P., Commander A. Grant, on THURSDAY, the 13th September 1877, at 10 a.m., calling at Veraval, Mangrole, Pore Bunder and Cutch Mandvie.

The S. S. UMBALLA, 840 Tons, 140 H. P., Commander R. L. Turner, will be despatched on THURSDAY, the 20th September 1877, at 4 p.m.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY VIA SUEZ CANAL.



ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA and BOMBAY on the 24th, of each month.

For extra steamers see list given below.

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15	£4	Without food.
Suez	35	24	9	
Port Said	35	24	9	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles	50	34	14-10	

Including food.

Children under 3 years—free of charge. Children not above 10 years—half fare.

NEXT STEAMERS FROM BOMBAY:—

PERSIA, to sail on MONDAY, 1st October, 1877.
ARABIA, to sail on THURSDAY, 1st November 1877.
AUSTRALIA, to sail on SATURDAY, 1st December 1877.

All Steamers of this Company have large First and Second Class accommodation; and always carry a Doctor and a Stewardess on board.

The steamers of this Company, as a rule, start precisely at 10 a.m. Any unavoidable detention will, however, be advertised at least one day previously.

For hand-books of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 2, Hummum Street.

Bombay, 7th May 1877.

ANCHOR LINE.

THE S. S. MACEDONIA will sail for LIVERPOOL via KURRACHEE, on or about the 22nd inst. For Freight or Passage to Kurrachee or Liverpool, apply to

W. & A. GRAHAM & Co.,
Agents.

Bombay, 14th September 1877.

NOTICE.—ANCHOR LINE, INDIAN SERVICE.—CONSIGNEES of CARGO, per s. s. MACEDONIA, are hereby informed of the Steamer's ARRIVAL from GLASGOW and LIVERPOOL, and are requested to present their BILLS of LADING, and to TAKE DELIVERY of their respective GOODS without delay.

W. & A. GRAHAM & Co., Agents.

NOTICE.—CONSIGNEES per Steamer LUNLEY CASTLE, are hereby informed of the ARRIVAL of the vessel, and requested to TAKE DELIVERY AT ONCE of their respective GOODS. No claim of any kind will be paid after the departure of the Steamer unless it be previously passed by the Captain.

W. NICOL & Co., Agents.

Bombay, 15th September 1877.

BY PERMISSION OF THE GOVERNMENT OF BOMBAY.

GRAND DRAWING OF PRIZES AT LANOWLEE, IN POONA DISTRICT.

31,000 Tickets, 2 Rupees Each.

400 PRIZES.

1 Prize—One large bungalow, tiled-roof, styled Lanowlee Hotel, proximate value Rs. 20,000, including land.
1 Prize—One large Bungalow, Galvanized roof, styled Lanowlee Hotel, proximate value Rs. 18,000, including land.
1 Prize—One small Bungalow, tiled-roof, portion of the Hotel, proximate value Rs. 5,000, including land.

IN CASH.

1 Prize Rs. 2,000	4 Prizes Rs. 125	25 Prizes Rs. 20	
1 Prize ,, 1,000	10 Prizes ,, 100	150 Prizes ,, 10	
1 Prize ,, 500	10 Prizes ,, 50	200 Prizes ,, 5	

The Bungalows are known as Lanowlee Hotel.

Agents are invited for Out-stations; liberal Commission will be allowed.

Tickets to be had at the undermentioned Agents.

For further particulars apply to

ARDASEER MERWANJEE,
Proprietor Lanowlee Hotel.

AGENTS:

1—Almaram Sagoon, Esq., Bookseller, Kalbadevie Road.
2—Mowjeebhoy Ebji Karanjeea, Esq., Parsee Bazaar, Fort.
3—Mowjee Cursetjee Karsee, Esq., Parsee Bazaar, Fort.
4—B. P. Pereira, Esq., Catholic Bookseller, Kalbadevie Road.
5—Sheikh Abdoolla Hoosein, Esq., near Crawford Market.
6—Merwanjee Framjee Postwalla, Esq., Bazaar Gate, Fort.
7—Framjee D'Netto, Esq., Black Town, Madras.
8—Messrs. Framjee Bhanjeewanjee & Co., Nattgherry Hills.
9—Messrs. Darlington & Co., Calcutta.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE:—

	Vessels.	Tons.	H.P.	Captains.	
(c)	INDUS	3470	540	S. D. Shallard	21st Sept.
	TRAVANCORE	1900	350	W. Barratt	1st Oct.
(c)	KHEDIVE	3742	500	J. D. Steward	8th do.
	CHINA	2016	400	T. Alderton	15th do.
(c)	BOKHARA	2932	450	W. A. Anderson	22nd do.

Passengers are booked to ADEN, SUEZ, BRINDISI, ANCONA, VENICE, MARSEILLES, MALTA, GIBRALTAR and SOUTHAMPTON by every Mail. The Steamers marked (c) proceed direct to Southampton; but by the others Passengers change vessels at Suez, and those for Brindisi, Ancona, Venice, and Marseilles are conveyed by Rail from Suez to Alexandria.

A small Steamer leaves the New Dock Head at Mazagon, at 3 P.M., precisely on the day of sailing.

F. D. PARKER, Acting Superintendent.

Bombay 1st September 1877.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE following Steamers will be despatched for the above ports, taking also Passengers and Cargo for Madras and Calcutta:—

Vessels.	Tons.	H.P.	Captain.	
NIHAM	2725	450	A. R. Barlow	17th Sep. at 3 p.m.
ZAMOREN	2431	320	A. Symons	2nd Oct. do.
GWALIOR	2725	450	J. E. Babot	16th Oct. do.

F. D. PARKER,
Acting Superintendent.

Bombay, 1st September 1877.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY.

THE following Steamers will be despatched for the above ports (calling at Galle):—

Vessels.	Tons.	H.P.	Ceaptain.	
TANJORE	2263	450	W. W. Fentiman	13th Oct. at 3 p.m.

F. D. PARKER, Acting Superintendent.

Bombay, 1st September 1877.

SALES BY AUCTION.

CRAWFORD AND COMPANY,
2, MARINE STREET BOMBAY.

NOTICE.

The sale of the late Major Crawford's effects will be resumed TO-MORROW, TUESDAY, the 18th September, at 1 p.m., at No. 114, Malabar Hill.

SALE OF SHARES.

THIS DAY, MONDAY, the 17th instant, at 2 p.m., Messrs. CRAWFORD & Co. will sell by Public Auction at the Share Bazar by order of Tribhowandas Veerjee, and on account and at the risk of Gunputram Bhoosankur:

10 Shares in the New Dhurumsey Poonjabhoy Spinning and Weaving Company, Limited.

The whole of the purchase money shall be required at the time of sale.

USUAL AUCTION SALE.

THIS DAY, MONDAY, the 17th instant, at 2 p.m., Messrs. CRAWFORD & Co. will sell by Public Auction at their rooms—

10 bales grey shirtings, 8¼ lbs.
7 cases white shirtings.
10 cases white ground steam prints.
5 cases do. do. madder prints.
5 bales grey jaconets.
5 cases orange jaconets.
5 cases German provisions, consisting of smoked, roasted, brunswickclever, smoked cervelaswurst and metwurst sausages, young cut beans, German beans, finest green peas, Tolton turnips, carrots, Brussels sprouts, French beans, and celery in water, white pickle cabbage with wine, Oxtail, German eel and mock turtle soup.

The surplus stock in trade of Messrs. M. B. Maddon & Co. consisting of drugs, medicine, &c., &c.

SALE OF VALUABLE LANDED PROPERTIES situate in Bhooleshwar Street and Khoja Street.

Messrs. CRAWFORD & Co. will, on the days below-mentioned, sell by Public Auction, on their respective premises, the undermentioned properties, by order of the Mortgagee, Sewpursad Hurnath, and on account and at the risk of the Mortgagors, Rughoonathdas Jumnadass and Gungadass Jumnadass in pursuance of the power of sale given in the Indenture of Mortgage, dated 19th day of April 1873:—

On WEDNESDAY, the 19th instant, at 4 P. M.

Lot No. 1.—All that piece of freehold ground, with the dwelling house standing thereon, situate at Bhooleshwar Street, near the Temple of Shree Punchmookhi Marooti, bound on the east by the property of Rughoonathdas Jumnadass, on the west by the Temple of Shree Juggonathjee, on the north by the property of Rughoonathdass Jumnadass, and on the south by the said Bhooleshwar Street, admeasuring 121 7-9 square yards, assessed under No. 132, and by the Collector of Bombay for Pension and Tax under No 87.

On FRIDAY, the 21st instant, at 4 P. M.

Lot No. 1.—All that piece of Government ground, with the dwelling house or chawls with two parts standing thereon, situate on the west side of Khoja Street, near Two Tanks, in the sub-district of Bhooleshwar, formerly assessed under No. 46, and at present under Nos. 46 and 49, registered under Nos. 2,909 and 3,152, admeasuring 466 square yards or thereabouts, bounded on the east by the said Khoja Street, on the west by the sweepers' premises on the north by the Cross Khoja Street, and on the south by the Cross Khoja Street.

For further particulars and conditions of sale application may be made to the undersigned.

McEWEN'S INDIA PALE ALE

To be sold by Public Auction by Messrs. CRAWFORD & Co. at their rooms, on SATURDAY, the 22nd instant, at 3 p.m., a consignment of this excellent beer, received per "Carradale." This consignment consists of—

105 casks each 4 doz quarts.
45 casks each 7 doz. pints.

in perfectly sound condition, having just arrived, which will be sold in lots of 1 or 2 casks at a time to suit the requirements of purchasers.

CRAWFORD & Co.

Bombay, 17th September 1877.

DINSHAW HORMUSJEE & COMPANY.
No. 26, MEADOW STREET.

AUCTION SALE of Elegant Household Furniture, Glass, Crockery, and Plated Articles, five lights, double, single and table Argand Lamps with Drops, Pairs of Globe Lamps, double branched Wall Shades, Pictures, "Savory & Son's, 8 Day Striking Clock, showing the days of the week and month, a first-rate Milner's Fireproof hold fast Safe on Stand, an open carved elegant Bedstead, with 2 Spring Mattrasses, &c., &c., No. 313, Queen's Road (Chowpatty.)

On MONDAY next, the 24th instant, at 1 p.m., Messrs. DINSHAWHORMUSJEE and Co. are instructed to sell by Public Auction, at the above mentioned place, all the valuable household furniture, &c., the property of the late Mr. Boulder Annesley Marston (deceased), the same comprises glass, crockery, and plated articles, a set of well-made teakwood dining table in 17 pieces, carved side-boards, screens, carved circular, pier, side and other tables, conversation, cheopatra, and sofa couches, drawing-room, easy, and other chairs, a wrought iron safe, with 2 drawers on stand, a first-rate Milner's hold-fast fireproof, treasury chest on black-wood stand. A correct going "Savory and Son's 8 day clock, showing the days of the week and month, on carved brackets, a fifteen day's gilt clock under glass dome and locked marble stand, chiffonier, a nice musical box playing 3 airs, several pairs of globe lamps, double branched wall shades with drops, pictures in frames, five lights, double, single, and table argand lamps with drops, gas chandelier, soap, glass flower pots and vases, rich velvet table cover, and carpets, a very elaborately carved four posts bedstead, with 2 spring mattrasses, wardrobes, clothes presses, chests of drawers, dressing tables, whatnots, mahogany toilet glass with marble, a mahogany box of knives and forks, plated candlesticks and wall lamps, round wire meat safe, and many miscellaneous articles, &c., &c.

Catalogues of the full particulars will be published, and the property will be on view from THURSDAY, the 20th instant.

DINSHAW HORMUSJEE & Co.

Bombay, 17th September 1877.

NEW ADVERTISEMENTS.

TO BE LET, a BUNGALOW in Middle Colaba, on the Westerly side, at present in the occupation of R. Sharp, Esq. Rent very moderate. Apply to

E. W. FLOWER,
House Agent.

4, Hummum Street.

TO BE LET, from 15th October, a BUNGALOW in Middle Colaba, at present in the occupation of F. D. Stranack, Esq. Rent Rs. 150. Apply to

E. W. FLOWER,
House Agent.

4, Hummum Street.

TO BE LET, from 1st November, a commodious Upper-storied BUNGALOW in Middle Colaba, at present in the occupation of Messrs. W. Pierce and Geo. Ingle. For Rent and other particulars apply to

E. W. FLOWER,
House Agent.

4, Hummum Street.

TO BE LET, the "BIRD CAGE" in Middle Colaba, vacated by W. Maidment, Esq. For Rent, &c. Apply to

E. W. FLOWER,
House Agent.

4, Hummum Street.

TO BE LET, from 1st October, a well furnished BUNGALOW at Breach Candy. Rent Rs. 250. Apply to

E. W. FLOWER,
House Agent.

4, Hummum Street.

TO BE LET, from 15th October to end of November, a well furnished BUNGALOW at Malabar Hill. Rent Rs. 200 per month. Apply to

E. W. FLOWER,
House Agent.

4, Hummum Street.

TO BE LET, a BUNGALOW, at Malabar Hill, recently in the occupation of Lieut. Brauclerk, R.E. Rent Rs. 125. Apply to

E. W. FLOWER,
House Agent.

4, Hummum Street.

TO BE LET, an Upper-Storied BUNGALOW on the DeLisle Road, Byculla, at present in the occupation of G. B. Purvis, Esq. Rent Rs. 80. Apply to

E. W. FLOWER,
House Agent.

4, Hummum Street.

TO BE LET, an Upper-Storied BUNGALOW at Mazagon, recently in the occupation of Dhunjeebhoy Framjee Patel, Esq. For rent, &c. Apply to

E. W. FLOWER,
House Agent.

4, Hummum Street.

TO BE LET, three RESIDENCES in Rampart Row for Rs. 75, 115 and 150. Apply to

E. W. FLOWER,
House Agent.

4, Hummum Street.

TO BE LET, a RESIDENCE in Hornby Row, below the Alexandra Schools. Rent Rs. 90. Apply to

E. W. FLOWER,
House Agent.

4, Hummum Street.

TO BE LET, the new BUNGALOW at the Hope Hall Hotel, Matheran, for the ensuing season. Rent Rs. 350. Apply to

E. W. FLOWER,
House Agent.

4, Hummum Street.

NEW ADVERTISEMENTS.

NOTICE.

THE PAPER CURRENCY and MONEY ORDER OFFICES will be CLOSED on TUESDAY, WEDNESDAY, and THURSDAY next, the 18th, 19th, and 20th instant, on account of the PARSEE HOLIDAYS of GATHA GAMBARS and PATETI and NEW YEAR'S DAY.

C. E. CHAPMAN,
Commissioner of Issue.

NOTICE.—HALL LINE, INDIAN SERVICE.—CONSIGNEES of CARGO, per S. S. CHILDWALL HALL, are hereby informed of the Steamer's ARRIVAL from GLASGOW and LIVERPOOL, and are requested to present their BILLS OF LADING and to TAKE DELIVERY of their respective GOODS without delay.

W. & A. GRAHAM & Co., Agents.

THE CHOWK HOTEL will be OPENED shortly.

JEEWANJEE & Co.

Matheran, 17th September 1877.

FOR SALE at the Godowns of the undersigned:—

VERY FINE OLD PORT	Rs. 20 per dozen,
FINE OLD SOLERAS SHERRY	,, 20 do.

FINLAY, MUIR & Co.

WANTED THREE CLERKS, Europeans preferred, for the Office of the Director of State Railways, Western System. The salaries, after a satisfactory probation, would be as follows, namely:—Rs. 120, rising by annual increments of Rs. 8 to 160—Rs. 80, rising by increments of Rs. 6 to Rs. 110—and Rs. 40, rising by increments of Rs. 2 to Rs. 50. Applications to be made, in applicant's own handwriting, and stating salary last received, to the Superintendent of the Office, at Murree. Only successful applicants will receive answers, and they will have to join at their own expense.

NOTICE TO CONTRACTORS.

SEALED TENDERS for the SUPPLY of PROVISIONS for the Prisoners in H. M.'s Common Jail of Bombay, from the 1st October 1877 to the 31st March 1878, will be received by the undersigned up to 12 noon, on the 20th instant. Each tender must be accompanied by a Deposit of Rs. 100.

The undersigned does not bind himself to accept the lowest or any Tender.

For further particulars apply at the Jail Office.

CHARLES LAKE,
Superintendent of the Jail.

H. M.'s Common Jail Office, Comercarry, 15th Sept. 1877.

MOFUSSIL COMPANY, LIMITED.

NOTICE is hereby given, that the SEVENTH ANNUAL GENERAL MEETING of the SHAREHOLDERS of the Mofussil Company, Limited, will be held at the Registered Office of the Company, in Elphinstone Circle, on SATURDAY, the 29th September at 3 p.m., for the purpose of transacting the following business:—

1. To receive the Directors' Report and the Audited Accounts for the year ending 30th June, 1877.
2. To declare a Dividend.
3. To elect Directors in room of Messrs. Nusserwanjee Byramjee and Motiram Bhoghubhai, who retire by rotation but are eligible for re-election.
4. To appoint Auditors and fix their remuneration.
5. To transact any other business which the Chairman may bring forward.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st September to 1st October 1877, both days inclusive.

W. NICOL & Co.,
Secretaries and Treasurers.

Bombay, 15th September 1877.

DANISH BUTTER,
CHOICEST QUALITY.
Per 1 lb. tin, Cash Re. 1-6.

TREACHER & COMPANY, Ld.

BEST MOCHA COFFEE,
Roasted and Ground by a first-rate London roaster in hermetically sealed tins of 1 lb. each. Cash Re. 1-6.

TREACHER & Co. (Limited.)

ANGLO-SWISS MILK
HAS ARRIVED.
Per Tin Cash, Annas 8.

TREACHER & COMPANY (Ld.)

LETTER BARS.
Graduated for England and Inland Postage, the most convenient instrument for determining amount of Postal Rates for Letters ever introduced.
Cash Rs. 4.

TREACHER & COMPANY, Ld.,
BOMBAY, BYCULLA, AND POONA.

DEVONSHIRE CIDER,
BOTTLED BY FOSTER.

THE SEASON'S DISTILLATION of this deliciously refreshing Beverage has arrived, and fully maintains the high reputation of the Bottlers.

Quarts per doz. Cash Rs. 9-0.
Pints ,, ,, ,, 6-0.

SOLE AGENTS,
TREACHER & COMPANY (Ld.),
BOMBAY, BYCULLA, AND POONA.

BINOCULAR FIELD & OPERA GLASSES.

FIELD GLASS, black morocco covered, metal eye pieces, 19 lines, in leather sling case	Rs. 20 0
A similar glass, larger, size, 21 lines	,, 22 8
MARINE GLASS, black morocco covered, metal eye pieces, 21 lines, in enamel leather case and strap	,, 30 0
MARINE GLASS, black morocco covered, metal eye pieces, 24 lines, in enamel leather case and strap	,, 35 0
A similar Glass with 21 lines lens	,, 40 0
THREE SIGHT BINOCULAR GLASS, "Theatre," "Field," and "Marine" achromatic lens, black morocco covered, metal eye pieces, sun shade, 19 lines, in enamel leather sling case and strap	,, 45 0
A similar Binocular, larger size, 21 lines	,, 50 0
Do. do. 24 do.	,, 65 0
Do. do. 26 do.	,, 70 0
Small size Binoculars with 3 sights, suitable for Ladies' use, 19 Lines, in morocco case	,, 45 0
Do. do. 21 lines	,, 35 0
OPERA GLASSES, covered black morocco, metal eye pieces, 19 lines	,, 28 0
Do. do. 21 lines	,, 35 0

The number of lines show the difference of size of the object glasses, 19 lines measures about 1⅞ inches, and 26 lines about 2¼ inches.

SOUNDY & CO., BOMBAY.

J. NEUBERG.
5, Meadow Street.

MACHINE CUT TOBACCOS.

NEUBERG'S
"GOLDEN BLOCK"
MIXTURE.
The Mixture, *par excellence*,
MANUFACTURED DAILY,
Per 1 lb. Tin—Rs. 3-4
Per ½ lb. Tin—Rs. 1-12.

NEUBERG'S
"GOLDEN LEAF BIRDS-EYE,"
DELICIOUSLY FRAGRANT.
Re. 1 per ½ lb. Tin.

Mr. Neuberg has much pleasure in notifying fresh arrivals, in magnificent condition, of this most favourite Birds-eye.

NEUBERG'S
VIRGINIAN HONEY DEW.
Recommended to those who enjoy a pleasant full-flavoured smoke,
"AN OLD SMOKER'S CHOICE."
Rs. 2 per ½ lb. packet.

NEUBERG'S
GOLDEN SHAG.
Highly recommended, possessing within itself the delicate aroma of Golden Leaf, and the pleasant fulness of Virginia.
Rs. 2 per ½ lb. packet.

LAMBERT AND BUTLER'S
SUNDRIED HONEYDEW.
Re. 1 per ½ lb. packet.

AMERICAN TOBACCOS.

Golden Block, Finest Virginia	Rs. 3	0per lb.
Honeydew	,, 2	8 ,,
Bright Cavendish	,, 2	0 ,,

FOR SPECIAL PRICE LIST APPLY TO
J. NEUBERG,
MEADOW STREET, BOMBAY.

CRICKETING AND GENERAL GYMKHANA KIT.

TREACHER AND COMPANY, LIMITED, receive periodical supplies of the above from the leading English Houses, who manufacture the goods, in accordance with T. & Co.'s long and practical experience, specially to meet the requirements of the Indian climate, an advantage presented by no other House in India.

REVISED PRICES, JULY 1877.

CRICKET KIT.

BALLS.

	Cash. Rs. a.
Superior Treble-seamed Balls.....each	4 4
Do. Double do. ..... ,,	3 8
Boys do. do. annas 12 to Rs.	2 0

BATS.

All Cane .....each	12 0
Treble do. ..... ,,	11 0
Double do. ..... ,,	10 0
Single do. ..... ,,	8 8
Double Whalebone..... ,,	10 8
Single Do. ..... ,,	9 8
Match, best selected..... ,,	7 0
Do. do. for practice ..... ,,	5 8
Presentation with silver plate ..... ,,	16 0
Boys do. do. from Rs. 2 to Rs.	4 0

GLOVES.

Best Batting Gloves, Improved Vulcanized Tubular India Rubber...per pair	5 8
Gauntlets, Extra Quality, for Wicket keeping, superior ventilated.....per pair	6 8

LEG GUARDS.

Guards, White Buck Skin.....	7 8
Do. Chamois Skin.....	6 8

STUMPS, &c.

Stumps, with brass ferrules.....	7 0
Do. with do. do. and iron points.	8 0
Do. Plain Ash.....	5 8
Nets for Long Stopping, 6 yards long by 2 high, with painted poles, strong ropes, with ferrules, &c.....each	14 0
Measures, Metallic in solid leather cases, from 22 yards upwards, ...each	7 0
Spikes, Steel and Brass, of superior quality per dozen.....	1 12
Scoring Books, for 12, 25, and 50 Matches, from	2 8
Scoring Sheets.....per dozen	3 0
Lillywhite's Guide, latest Edition.....	0 12

LAWN TENNIS KIT.

Complete Sets .....Rs. 72-0 to	85 0
Lawn Tennis Bats .....each	8 0
Do. Balls best India Rubber, per doz..... Rs. 3-0 to	5 8
Do. do. Wool covered, per doz.	9 8

RACKET KIT.

By Jeffries and Malings.

	Cash. Rs. a.
Racket Bats, of best quality.....	11 0
Do. do. Cane Handled	14 0
Do. Balls .....per dozen	1 8
Do. Gut Strings.....per set	3 8
Fives Bats .....each	1 8
Fives Balls .....per dozen	4 0
Racket Shoes, best quality.....	10 0
Do. Presses.....Rs. 5-0 to	10 0

BADMINTON KIT.

Complete Sets, from .....Rs. 40-0 to	80 0
Badminton Bats.....each	7 0
Do. Shuttlecocks, per doz. Rs. 4-0 to	6 0
Do. do. with India Rubber bottom ..... each	1 4
Do. India Rubber Balls...per dozen Rs. 2-4 to.....	4 8

FENCING KIT, &c.

Foils, best Steel.....	6 8
Lunging Pads, best	8 0
Jackets.....	12 0
Single Sticks .....per pair	1 0
Basket Hand Guards ..... ,,	1 4
Buffalo do. do. ..... ,,	4 8
Boxing Gloves—White Buck Skin and Chamois Skin .....per set of 4	9 0

FOOTBALLS.

Vulcanized India Rubber Balls covered with best Leather, No. 4	6 8
Do. do. No. 5	7 0
Do. do. No. 6	8 0
Extra India Rubber Balls, from each Rs. 2-4 to.....	3 0

QUOITS.

Best Polished Steel Quoits and Pins.per lb.	0 14
Do. do. Brass do. ... ,,	1 12
Do. Galvanized Iron do. ... ,,	1 0

Weights 4, 4½, 5, 5½, 6, and 6½, lbs. per pair.

The Galvanized-iron Quoits are particularly adapted for the Indian Climate, being less affected than others by extremes of moisture and dryness.

TREACHER & COMPANY, Ld.,
BOMBAY, BYCULLA, AND POONA.

SHIRTS! SHIRTS! SHIRTS!

BADHAM AND COMPANY

HAVE just opened out a choice selection of French Cambrics, Oxford and Zephyr Shirtings, all warranted fast Colours. In this department good workmanship and a perfect fit is guaranteed.

	Rs. a.		Rs. a.
Badham's Oxford Cloth, all new Patterns, with Collars attached, cool and absorbing, highly recommended for Mofussil wear ..each	6 8	Badham's Superfine Longcloth, best Linen Fronts and Cuffs, new Military Fronts .....each	5 0
Badham's Zephyr Cloth, neat Patterns, with Collars attached, equal to Spun Silk .....each	6 8	Badham's Longcloth, Cambric Fronts and Cuffs, made as above.....each	4 0
Badham's best French Cambric, with Collars attached, the latest Patterns, warranted fast Colours..each	5 8	Badham's Silk and Wool Shirts, thoroughly shrunk, in plain Colours or Fancy Stripes.....each	9 0
Badham's English printed Cambric, with Collars attached, the latest designs .....each	4 0	Wove, or Printed Flannels, plain Colours and Neat Fancy Stripes, very soft, thoroughly shrunk..each	8 8
Badham's Dress Shirts, Superfine Longcloth, Hemstitched and Embroidered.....each	7 8 to 9 8	Spun Silk, a Delightful Material, plain Colours or Neat Fancy Stripes..each	12 8

Patterns and Instructions for Self-measurement, FREE on Application.

A Discount of Ten per Cent. for prompt Cash.

BADHAM AND COMPANY,
SHIRTMAKERS, CIVIL & MILITARY TAILORS & OUTFITTERS,
RAMPART ROW, BOMBAY, AND POONA.

THE BEST SEEDS
ARE GROWN AND SUPPLIED BY
SUTTON AND SONS,

VEGETABLE SEEDS, FLOWER SEEDS, FARM SEEDS, GRASS SEEDS. Best Quality only. Delivered Free to any Port in England. PACKED by Messrs. SUTTON'S IMPROVED SYSTEM WHICH ENSURES THEIR ARRIVAL IN DRY AND PERFECT CONDITION.

Priced Lists Post Free to any part of the World. NO AGENTS. See Trade Mark on every packet.

A Remittance must accompany every order. Prompt despatch Guaranteed.

Packets Specially Selected for every Climate—
VEGETABLE SEEDS, 2½s., 5s., 7s. 6d., 10s. 6d., 21s., 42s., 63s., 105s. each.
FLOWER SEEDS, 10s. 6d., 21s., 42s., 63s., 105s. each.
FARM AND GRASS SEEDS, 84s., 105s., 200s., 400s. and upwards.
Each Assortment contains best and most suitable kinds.

SUTTON & SONS, The Queen's Seedsmen, READING, Near LONDON, ENGLAND.

COMPLETE CATALOGUE MAY BE HAD AT THE OFFICE OF THIS JOURNAL.

MESSRS. C. MARCKS & CO.'S
FIRST CLASS WATCHES.

SPECIALLY manufactured for India and warranted to keep correct time in any temperature.

Gentlemen's Gold Hunting Keyless Lever Watches, with Compensation Balance, ¼ Plate and Jewelled in 10 holes, first quality, cannot be too highly recommended .....Rs.	350
Do. Gold Semi-Hunting Do. Do. ..... ,,	350
Do. ,, Crystal-Faced Do. Do. ..... ,,	330
Do. ,, Hunting. Do. 2nd Quality Do. ..... ,,	290
Gold Watches, not Keyless, from .....Rs.	150 to Rs. 250
Ladies' Gold ¼ Hunting Keyless Lever Watches in plain, Engine-turned and richly chased Cases .....Rs.	225 to Rs. 250
Do. Gold Crystal-Faced Keyless Lever Watches, with Compensation Balance..... ,,	200
Do. Gold Watches, Cheaper Descriptions, not Keyless, Open-Faced, Hunting and ¼ Hunting .....Rs.	50 to Rs. 120

SPECIALTY.

1st Class ¼ Plate Silver Semi-Hunting, Hunting and Crystal-Faced Watches of best manufacture, Chronometer Balance.....Rs.	150, 145 and 140

COMMERCIAL INTELLIGENCE

SATURDAY EVENING, 15TH SEPTEMBER 1877.

The news from up-country as to crop prospects continues favourable, and gives promise of healthy business later on, but at the moment trade is as quiet as it well can be, and is likely so to remain for some time.

Yesterday's London quotation for Consols was 95¼, an advance of ¼ per cent., and for French Rentes 106¼, unchanged.

Cotton in Liverpool yesterday was firm; and sales were again considerable, amounting to 15,000 bales, of which 2,500 were Surats. Prices showed no further change. Middling Uplands at New York was quoted at 11¼, for ready, and 10⅝ cents. for Futures of December shipment.

We give below our statement showing the statistical position of cotton, which position continues remarkably favourable.

The visible supply of cotton for all Europe on the 13th instant compares as follows with the figures for the two previous years to the same date :—

	1877.	1876.	1875.
Total supply of all kinds..	1,550,000	1,761,200	1,727,470
,, ,, Surats.	372,000	611,450	834,330
For the U. K. only the figures are :—			
Stock in Liverpool.....	740,000	751,210	759,850
Do. London.....	29,000	38,850	73,950
American Afloat.....	16,000	24,000	12,000
E. Indian ,, ...	97,000	206,000	273,000
	882,000	1,020,070	1,109,800
Price of Mid. Orleans ...	6 5-16d.	6 3-16d.	7¼d.
,, Fair Dhollera ...	5 1-16d.	4¼d.	4¾d.
Difference.....	1¼d.	1 11-16d.	2 5/8d.

The American crop figures to date compares with those of the two previous years as follows :—

	1877.	1876.	1875.
Week's Receipts	13,000	40,000	31,000
,, Exports to U. K.	2,000	3,000	700
,, ,, to Continent.	4 000	4,000	600
Total Receipts since last Sept..	19,000	62,500	55,100
,, Exports to U. K. ,,	6,000	17,000	3,500
,, ,, to Continent ,,	6,000	5,000	1,700
,, Stock at the Ports	110,000	127,000	88,000

The Market for Piece Goods in Manchester yesterday was firm and prices for some descriptions of cloths were rather higher—7 and 8½ lbs. Grey Shirtings had advanced 1½d. and were quoted respectively at 6s. and 7s. per Piece; Grey Madapollams 3 and 5½ lbs. were at 2s. 9d. and 4s. 3¾d., an advance of ¼ per Piece. Jaconets were unchanged.

Coffee and Cocoanut Oil in Mincing Lane were unaltered.

The Home Market for Linseed was described as steady and for Rapeseed quiet. The only alteration observable in the quotations telegraphed is an advance of 6d. per cwt. in Bombay linseed.

Of Wheat, Reuter informs us, that the prices were rising at Home, owing to the expectation of a late harvest, and his quotations accordingly show an advance of 6d. per central for Indian Wheat to arrive, via Canal, and 1s. for Cape shipment.

Bar Silver was unchanged at 54½d. per ounce, and Exchange on India for Bills at 60 days' sight at 1s. 8¾d. per rupee.

Enfaced Rupee Paper in London shows a recovery for 4 and 4½, and was unchanged for 5½ per cent, quotations being 81¾ for Four, 82½ for Four-and-a-half, and 88½ for Five-and-a-half per cents.

STERLING EXCHANGE here opened at yesterday's rates, and with but little appearance of business. Later on telegrams having been received reporting a further advance in rates in Calcutta, Bank Bills were sold at slightly higher rates though no change can be made in quotations for Private Paper, which is necessarily very scarce. We have heard of sales to-day of Bank Bills forward up to 15 January and February next at 1s. 9d. per Rupee on demand. Exchange closes firm. We quote on London :—

Bank Bills, on demand	.....1s. 8 15-16d.	per Rupee
Do. at 3 months' sight.1s. 9 1-16d.		,,
Do. ,, 6 ,, ,,	...1s. 9 9-32d.	,,
Credits, ,, 3 ,, ,,	...1s. 9¼d.	,,
,, ,, 6 ,, ,,	...1s. 9 7-16d.	,,
Documents, ,, 3 ,, ,,	...1s. 9 5-16d.	,,
,, ,, 6 ,, ,,	...1s. 9 3-16d.	,,

On Calcutta there has again been very little doing, and we make no change in quotations, which are ¼ per cent. premium for Bills on demand, and ⅛ per cent. Discount for Bills at 60 days' sight.

GOVERNMENT PAPER.—Advices having been received of lower quotations in Calcutta, there is a weaker feeling here, but we cannot as yet make any difference in rates which we quote nominally as follows : Four, 93½ to 94 ; Four-and-a-half 94 ; and Five-and a-half 101⅜ to ¾ per cent

SHARES.—There is but little movement to notice in our Market, the only alterations which have taken place having been in Spinning and Weaving Companies' scrip, in which we observe a decline of Rs. 5 in Nicol, and advances of Rs. 5 in Oriental and Hindustan, and of Rs. 10 in Dhurrumsey and Fleming.

COTTON—There has not been any material changes in prices to-day, but the Market is firm with apparently an upward tendency. The transactions reported are of moderate extent, part y on account of exporters and partly for local manufacture.

SEEDS AND WHEAT continue steady at previous rates. We quote Linseed Rs. 7 to Rs. 7-1. Rapeseed Rs. 7-14 to Rs. 7-15 per cwt.; and best White Wheat at Rs. 40 to Rs. 41 per candy.

PIECE GOODS—The enquiry for goods in first hands continues slack; there is, we understand, somewhat more doing in Indents on native account, though this business has not yet assumed very large dimensions.

COALS—There is no change to report in the position of the Market.

FREIGHTS continue dull. A steamer has been put on the berth for Liverpool and is engaging Freight at 30s. per ton, and is to proceed to Kurrachee for a portion of her cargo.

BANK OF BENGAL.

I'HE following is the statement of the affairs of the Bank of Bengal for the week ending 11th September compared with that for 4 h September :—

LIABILITIES.	4th September. Rs. A. P.	11th September. Rs. A. P.
Capital	2,00,00,000 0 0	2,00,00,000 0 0
Reserve Fund	1,90,630 0 1	1,90,630 0 1
Treasury Balances	2,55,41,908 8 10	2,11,89,454 11 5
Other Deposits	1,77,48,668 3 5	1,59,72,757 7 0
Bank Post Bills, &c.....	3,17,944 10 0	3,55,540 7 0
Sundries	8 55,147 4 4	8,65,821 8 0
	Rs. 6,63,59,798 14 1	6,39,51,279 2 0
ASSETS.	Rs. A. P.	Rs. A. P.
Government Securities.	1,36,69,574 1 1	1,06,36,174 8 0
Loans on Govt. Securities.	47 98,323 2 0	48,88,608 0 0
Credits on ditto ...	47,58,459 9 0	42,84,157 6 4
Bills Discounted. ...	2,42,76,476 9 0	2,46,03,949 0 0
Balances with other Banks	3,29,067 6 6	4,23,389 9 7
Bullion		
Dead Stock	10,07,884 0 2	10,07,013 7 0
Stamps	8,662 11 0	8,398 0 0
Sundries	2,79,301 14 5	2,73,068 15 1
Cash at Head Office	76,99,357 3 4	71,95,567 1 4
Do. at Branches	97,65,553 3 6	1,07,12,600 9 2
	Rs. 6,63,59,798 14 1	6 39,51,279 2 0

SHIPPING INTELLIGENCE, AND LISTS OF PASSENGERS BY SEA.

THE HALL LINE S. S. CHILDWALL HALL, 1,368 tons, Captain Tregarthen, arrived in harbour on the 15th instant from Liverpool, (August 8th), via Port Said and the Suez Canal, with the following passengers:—Mr. Gibson and four children, Miss Homes, Miss Liptrott, Mrs. Jocelyn, Mr., Maltby, and two ayahs. She brought the following cargo:—41 packages earthenware, 100 iron plate, 231 boxes tin plates, 18 packages paper, 2,006 bundles hoops, 10 cases window glass, 50 kegs nails, 150 cases brass, 20 cases slates, 160 cases soaps, 150 casks spelters, 10 kegs shots, 80 casks fire clay, 6 cases glass, 14 packages glassware, 3 packages crockeryware, and many other packages merchandise.

THE A. LLOYD'S S. S. TEES, 1,307 tons, Captain A. Sopranich, arrived in harbour on the 14th instant from Trieste, (August 16), via Port Said, Jeddah, Aden, and the Suez Canal, with fourteen deck passengers, and the following cargo :—From Trieste —714 packages papers, 361 packages steel, 5 cases matches, 16 packages glassware, 70 packages beer, 60 packages nails, 10 packages hardware, 1 package gold thread, 25 packages paint, 3 packages beads, 9 packages lithography, 4 packages lamets, 250 pieces wood, and 30 packages arsenic. From Constantinople.—1 package specie and 3 packages glassware. From Gavala.—4 cases tobacco. From Port Said.—81 cases books, 10 cases goods, 2 bags grain, and 1 case wearing apparel. From Jeddah.—113 packages gold and silver coins, 3 packages goods, 1 bag gum, and 400 bags grain. From Aden.—48 bags cowries, 3,300 bags pumice, 7 packages effects, 3 192 bags grains, 214 packages gum, 992 bags jowar, and 6 packages merchandise. From Corfoo.—1 case tobacco. From Smyrna.—500 cases kerosine oil.

DEPARTURE OF THE AUSTRALIAN MAIL.

THE P. AND O. COY.'S S. ASSAM, 1,747 tons, Captain Stewart, sailed on Saturday last for Australia, &c., with Australian Mails, general cargo, and the following passengers :—

For Sydney—Mrs Elizabeth James, Mr Richard Lambert.
For Melbourne—Mrs Walter Scott and two infants, Mrs Adams, infant, and ayah, Mr J Taylor, Col. Warrington, Mr Seton, a gentleman, and Mr G Elliott.

ARRIVALS.

Sept.	Vessels.	Commanders.	From.
14	T-s- (s)	Sopranich.....	Trieste, Aug 16.
15	I G S Amherwitch(s)	Stiffe	Kurrachee, Sept 11.
	Childwall Hall (s)...	Tregarthen ...	Liverpool, Aug 16.

DEPARTURES.

Sept.	Vessels.	Commanders.	Destination.
15	Rhirion	Reed	Dumrah.
	Assam (s)	Stewart	Austra 16.
	Oorun (s)	Baker.....	Coast and Gos.

The following vessels were entered out for loading on Saturday last :—
Steamer Tebe, to Trieste, &c.
Steamer Burmah, to Zanzibar.

CALCUTTA.

ARRIVALS.

Sept. 12 Oriental (s) ..... Stevenson ...Singapore, Aug 25.

DEPARTURES.

Sept. 12 Paladin (s) ....

PASSENGERS.

For Oriental—Mr F W Hall. Mr J E M Greensmith, Mr G Grassman, Mr H C Barnes, Dr O Baker, and Mr J H Robertson.

VESSELS SPOKEN.

By Oriental—Winged Hunter, Belfast, Nidd, Berengaria, Sir Joachim, S. S. Queen Anne, S S, Duke of Lancaster, 1 Steamer name unknown, 1 Arab ship, several ships at anchor and others standing off and on, names unknown; three ships are waiting for pilots at Saudheads.

MADRAS.

ARRIVALS.

Sept. 12 Sirdar .... Mauritius.
Invercauld .... London.
George Watson .... Sunderland.
12 Alcides .... Rangoon.
Pegasus (s) .... Calcutta.
14 Bengal (s) .... Calcutta.
Suez (s) .... Calcutta.
Christia (s) .... Colombo.

DEPARTURES.

13 Flemingo (s)..... ..... Calcutta.

DAILY IMPORTS.—SEPTEMBER 15.

FROM LIVERPOOL.

Atlanta s—25 barre's tar, The Agra Bank.
Manerva s—10 cases oilmanstores, Dawoodbhoy Abdoolhoosein; 25 cases school slates, I malljee Rascofbhoy; 3 cases medicine other sorts and 12 cases oilmanstore, Heptoola Ahmedbhoy.

FROM LONDON.

Palm s—92 bundles iron tubes, Abdoolay Shurafally; 25 cases brass sheets very thin, Bhicoo Sahb and Co; 11 cases playing cards, Ritchie, Steuart and Co.
Scottish Chief—22 packages glassware, John & Elmore and Co.
Venetia s—30 cases oilmastores, Fazalbhoy Heptoola.
Zambesi s—3 cases toys, Ebe Ebram
Surat s—15 cases tobacco, Suroopchund Kevalchund.

FROM BORDEAUX.

Progressist s—50 cases brandy, Aldridge Salmon and Co; 12 cases brandy, Cowasjee Brothers.
Sumatra s—75 cases brandy, G Bouneville and Co; 10 cases brandy, The Bank of Bombay.

DAILY EXPORTS.—SEPTEMBER 15.

FOR LONDON.

Tebe s—30 bales hides, Abramovi's and Co; 17 bales hides, Dawoodbhoy Hasem; 24 bales hides and 8 bales carpets, Ruzubally Allyrus.

FOR CALAIS.

Anne Royden —1,500 cwts Bharos, George Lockbart and Co.

FOR DUNKIRK.

Anny Dora —1,880 cwt rapeseed, Volkart Brothers.

FOR TRIESTE.

Tebe s—400½ cwts coffee and 300 bales cotton, A Blascheck and Co.

FOR CALCUTTA.

Ava s—149 bales cotton, Young and Co.

FOR HONGKONG.

Adria s—305 cwts sandalwood, Currimbhoy Ebram; 21 bundles sumadstone, P Hashby Amejee; 10 bales twist, Soorutram Bhoya; 50 bales twist, Jairabhoy Peerbhoy; 2 bales twist, The National S and W Co; 20 bales twist and 1 pot sandalwood oil, Ludhabhoy Chuttoo.
Nizam s—13 cwts E'eorh, Jairajbhoy Peerbhoy; 63 bales twist, Goolam Hossein Jonmahomed; 3 cwts gends horns and 3 packages cloves, Currimbhoy Ebram; 184 chests opium, Tata and Co; 11 chests onium, Morwarjee Manockjee and Co; 24 chests opium, Tarachund Luckmi aran; 26 chests opium, Jairajbhoy Peerbhoy; 84 chests opium, Curseejee Bomonjee and Co; 35 chests opium, D Sassoon; 16 chests opium, Chuttoobhoy Chooollall; 13 chests opium, Hajee Essac Bilias; 8 chests opium, Khaliseedass Hurmookroy; 10 bales twist, Ludhabhoy Chuttoo.

FOR SHANGHAI.

Nizam s—7 chests opium, David Sassoon and Co; 8 chests opium, Currimbhoy Ebram; 6 chests opium, Shreeram Sewdutroy; 10 chests opium, Jairajbhoy Peerbhoy.

HIGH COURT.—SEPTEMBER 17.

(Before the Honorable Mr. JUSTICE BAYLEY.)

LONG CAUSES.

561-74—Jefferson and Payne—Pranjivundass Doolubdass vs Dewaleebai—Mr Fletcher.
332-75—Crawford and Roevey—Fatmabai alias Fafabai vs Adam Ahmed and others—Jefferson and Payne.
102-76—Jefferson and Payne—Nusserdass Hurjivandass and others vs Brijruttondass Brijmohundass—Prescot and Winter.
613-74—Mr Fletcher—H Sallay Mahomed Hajee, &c, vs Robert Brown and others—Rimington, H. and L.

(Before the Honourable Mr. JUSTICE GREEN.)

LONG CAUSES.

419-77—Mr Turner—Narayn Hurry and others vs Peeroo Mahomed—Macfarlane and Gilbert.—Part heard.
66-76—Mr Fletcher—Radhabai vs Nagjee Jaitha and another —Shaporjee and T.
317-6—Mr Chalk—Nanabhai Cunnajrao vs Dadabhoy Pallonjee C and others—Pestonjee K.
717-76—Fletcher and Smith Jacoda vs Dharsey, Godhowjee and others—Lynch and T. Hearn C. and L. and In person.

(Before the Hon'ble Mr. JUSTICE KENBALL.)

NOTICE.

New Long Causes fixed for 17th September will be called on upon the abovementioned day, undefended suits will be first proceeded with and counsel Decree Nisi. Defended suits will then come on their order in this list.

NEW LONG CAUSES.

470-77—Khunderan M—Dayal Bhimjee and others vs Veerjee Jairam and another—Crawford and Beevey.
525-77—Ardaser and H Fattay Mahomed Cassum vs Hassam Dadam—Shaporjee and Thanordass.
526-77—Ardaser and H Fattay Mahomed Cassum vs Eduljee Framjee—Shaporjee S—Shaporjee and Thanordas.
528-77—M H Khan—Dayabhoy Jugjivandass vs L A Wallace and others—Mulljee and Bomanjee.
529-77—Shaporjee and T—Charles Macdonald and others vs Prasjee Ivanjee and others—Prescot and Winter.
538-77—M M Mynbi—Laljee Khimjee vs Jeevan Bhimjee.
540-77—Crawford and Beevey—Tejpall Gopejee vs H Clason—Jefferson and Payne.
547-77—Macfarlane and G—Nusserwanjee, Ardaser Moolla vs Mosibai.
549-77—Tyabjee and S—Pardrenath Ramchunder K and another vs Premabai.
550 77—M H Khan—Rai Hulljee vs Ismail Noor Mahomed.
556-77—Macfarlane and G—Thacker Purmanundass J vs Thacker Damodhar M and another.
557-77—Rewjeeton, Hore and Tyabjee—Dongar Heera and others vs Panalall Poonmchund and another—Tyabjee and S.
564-77—Lynch and T—Rampratab Samarthroy vs Goolam Hossein M and another.
565-77—Mr Furren—Rao Bahadoor Mudhoo, &c, vs Atmaram Madoojee and other—Jefferson and Payne.
566-77—Shaw orjee and T—Cunoorjee Pandoorangjee vs Ludha Cullian Jefferson and Payne.
568-77—Moreshwer L Lanebai vs Luxumibai—Prescot and Winter.
569-77—Prescot and Winter—Julus Knoop and others vs Fazul Goolam Hoosein.
570-77—Moreshwer L Dhaklibai vs Luxumibai—Prescot and Winter.

MILITARY INTELLIGENCE.

ARRIVALS.—SEPTEMBER 14.

B-ll, Lieut, Bombay 83rd Regt, on duty, from Kurrachee.
Amherst, Lieut, The Honble. Coldstream Guards, on leave, from Belgaum.

SEPTEMBER 15. .

Maltby, Lieut, Madras 16th R-gt N I, from leave, from England.
Parr, Surg Major, Bombay A M D, on leave, from Kurrachee.

DEPARTURES - SEPTEMBER 15.

Warrington, Lieut Col, Madras 29th Regt, on sick leave, to Australia.
Bell, Lieut, Bombay 83rd Regt, on duty, to Poona.
Harris, Major, Bombay Staff Corps, on duty, to Mhow.
Fulton, Major, Bombay Staff Corps, on leave, to Poona.

BOMBAY ARMY ORDERS.

Adjutant General's Office, Head Quarters,
Poona, September 15.

Under instructions from the Horse Guards, War Office, it is intimated that Lieut F J Murphy, C Batty 2nd Brigade (late C Batty 4 Brigade) has been transferred to the 10th Brigade R A, Capt Du Barres, F Batty 2nd Brigade (late 4th Brigade R A) has been placed upon the Supernumerary List; on appointment as District Adjt of R A, at Umballa.

Lieut E Blakeley, A Brigade, has been promoted Capt into F Batty 2nd Brigade R A, vice Des Barres.

Capt Des Barres, at present in Command of C Batty 2nd Brigade, will remain at Belgaum until relieved by Capt Blakeley.

The Commander-in-Chief is pleased to make the following appointments :—

Lieut J Stuepole, 19th Foot, to be Qr Mr Deolali Depot, during the present season.

Lieut Col A T Moore, V C. Staff Corps, is placed on general duty, Poona, with effect from the 1st inst.

The following officer has returned and rejoined appointment on the expiration of furlough :—Capt H Forrest, Staff Corps, Qr Mr 20th N I.

The following officer has returned to Staff Corps, Assistant Engineer, Northern Bengal Railway, 5th Sept., Conductor J Hickey, Ordnance Dept, 12th Sept.

The undermentioned are reported to have passed the required examination in the following languages, viz :—

Sindh Higher Standard—Lieut H E W Beville, 83rd Foot, Wing Officer, 20th Foot.

Hindustani Lower Standard—Corporal C H Butts, 68th Foot. Conductor S Brierley is permitted to resign the service.

The following orders are confirmed :—

Regtl Order, dated 28th August, by the Officer Commanding R A at Aden, appointing Lieut W L White, acting Adjt and Interpreter to the Corps of Aden Defences, vice Lacy, promoted.

Regtl Order, dated 9th Sept, appointing Lieut E H-ustack, 19th Foot, to officiate as Instructor of Musketry to the Regt with effect from 14 Idem, vice Lacy, promoted.

2nd Regt Sind Horse—Sind Frontier Force Order, dated 24th August, directing Capt A M Hope to assume the duties of his substantive appointment of 2nd Squadron Commander, continuing to officiate as 2nd in command in addition with effect from the 1st August, vice Capt Lacon.

11th N I—Regtl Order, dated 13th August, directing Lieut Col Woodhouse, Wing Commdr to officiate as 2nd in command, and Capt Travers, Mr to officiate as Wing Commdr in addition to his own duties in succession to Lieut Col Boyd.

The undermentioned officers have leave of absence :—

3rd Fusiliers—Lieut T H M Kelly, to Bombay, from date of departure, for 30 days, to appear before a Medical Board.

5th Hussars—Sub-Lieut R K Kaye, to Bombay, from date of departure, for 30 days, to appear before a Medical Board.

Sub-Lieut R K Kaye, to England, via Suez Canal, from date of embarkation, to appear before a Medical Board.

8th Regt—Major S Remington, offg 2nd in Command, 2nd Grenadiers N I, to Poona, for 30 days, from date of departure, on medical certificate.

Surg Major T W O'Brien, in extension, to remain at Bombay from 15th Sept to 15th October, on medical certificate.

Capt F Richards to remain in England, from 14th August to 13th October, on medical certificate.

MADRAS GOVERNMENT ORDERS.

(*Fort St. George Gazette*, Sept. 11.)

Major George Briggs to be Cantonment Magistrate of Palaveram without prejudice to his other duties.

Lieut Ellis to be Assistant, and to officiate as Special Assistant to the Collector and Magistrate of Bellary, temporarily, for famine purposes.

Captain R F Morris, R E, Executive Engineer, is appointed to act as District Engineer, Trichinopoly.

Mr A C Campbell-Rogers, Assistant Engineer, Bengal P W D, is appointed to the Kurnool District for temporary employment on Famine Relief-wor under the District Engineer.

MILITARY DEPARTMENT.

Colonel C P Keyes, C B, Commanding Punjab Frontier Force, is permitted to proceed to Europe on furl ugh on private affairs for two years.

Lieut-Col H H C G Warrington, Infantry, is permitted to proceed to Australia and Burope on medical certificate, and is granted furlough on private affairs for 9 months and 23 days, and on medic l certificate for 8 months and 7 days.

Major C G Gunning, Staff Corps, 2nd in Command, Meywar Bheel Corps, is permitted to proceed to Europe on medical certificate, and is granted furlough on private affairs for one year.

BENGAL GOVERNMENT ORDERS.

(*Calcutta Gazette* September 12.)

The services of the following officers are placed at the disposal of the Government of Madras, instead of Messrs A Rattray and H W Wrenie :—Mr H Rattray, Deputy Magistrate and Deputy Collector. Borre ; Mr H G C Clarke, Assistant Sub-Deputy Opium Agent, Bettiah

The services of the officers named below at the disposal of the Government of Madras, are hereby cancelled :—Messrs W H M Gun, C J O'Donnell, G A Grierson, J D Gleg, and W D Blyth.

Mr W B Sivi, Assistant Superintendent of Police, Naza Hills, to act in the First Grade of Assistant Superintendents of Police.

Mr T Beatty, Executive Engineer (temporary rank), Deputy Grade attached to the Burdwan Division, to officiate as Executive Engineer of the Orissa Division.

The Lieutenant-Governor has ordered the immediate abolition of the Balasore Survey Division of the South Western Circle, and the amalgamation of the Upper and Lower Gunduck Embankment Division of the South-Western Circle. The combined division will be called the Gunduck Division, with headquarters at Muzaffurpore.

Under instructions from the Government of India, Public Works Department, the undermentioned Officers and Upper Subordinates of the Bengal Irrigation Branch, are temporarily transferred to Madras for employment on famine relief works :—

Colonel G A Scarie, M S C, Executive Engineer, First Grade.

From the Orissa Circle—G H Faulkner, Executive Engineer, Second Grade ; T R Roberts, Executive Engineer, Fourth Grade (temporary rank) ; J W Kebue, Supervisor, Second Grade ; R B Chandler, Overseer, First Grade ; C Ruthnum Pillay, Overseer, First Grade.

From the Soane Circle—Mr G T St A Nixon, Assistant Engineer, Second Grade ; Lieut A C Foley, R E, Assistant Engineer, Second Grade ; Surgeon C J Clark, Supervisor, Second Grade ; Mr T H Girling, Supervisor, Second Grade ; Sergeant G Austin, Overseer, First Grade ; Mr P Grieff, Probationary Overseer, Second Grade.

From the South-Western Circle—J P Armstrong, Executive Engineer, Second Grade ; A J Hughes, Executive Engineer, Second Grade ; W J Peshie, Executive Engineer, Third Grade ; F B Pemberton, Executive Engineer, Third Grade ; R A Oldham, Executive Engineer, Fourth Grade ; W G L Cotton, Executive Engineer, Fourth Grade ; G F Moore, Probationary Assistant Engineer, Third Grade ; H D Ewing, Supervisor, Second Grade ; O W Palmer, Supervisor, Second Grade ; W W H Leslie, Overseer, First Grade.

CALENDAR FOR SEPTEMBER 1877.

PHASES OF THE MOON.

Full Moon ..... 22nd, 6h. 26m. p. m.
Last Quarter ..... 30th, 11h. 11·8m. a. m.

Date.	Remarks.	Sun rises. A.M.	Sun sets. P.M.	High Water.	Low Water.
		H. M.	H. M.	H. M.	H. M.
Sept.					
Mon. 17	.....	5 49	5 59	{ 8 13 m { 7 53 a	0 41 m 2 29 a
Tues. 18	.....	5 50	5 59	{ 9 11 m { 9 10 a	26 m 3 31 a
Wed. 19	English Mail expected—First Autumn Ember day.....	5 50	5 58	{ 9 54 m { 9 58 a	3 14 m 4 9 a
Th. 20	.....	5 50	5 57	{ 10 25 m { 10 35 a	4 0 m 4 39 a
Fri. 21	Second Autumn Ember day	5 50	5 56	{ 10 59 m { 11 8 a	4 36 m 5 5 a
Sat. 22	Third Autumn Ember day	5 50	5 55	{ 11 14 m { 11 38 a	5 8 m 5 58 a
Sun. 23	Seventeenth Sunday after Trinity	5 51	5 54	{ 11 39 m { ...	5 37 a 5 51 a

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IN TWO RS., THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

DEATHS.

PARUKH—September 16th, at her grand son Manockjee Muncherjee Heerumanek's Bungalow, near the Grant Road Station, Soonabai, widow of the late Dadeebhoy Rustomjee Parukh, of Surat. Her remains will be carried to the Towers of Silence to-day at 7-30 a. m.

OTHER PRESIDENCIES.

BIRTHS.

CALVERT—September 9th, at Muttra, the wife of Mr. J. Calvert, Overseer, P. W. D., of a daughter.
HAY—8 september 12th, at Calcutta, the wife of John Hay, of a daughter.
HOLMES—September 8th, at Manapur, the wife of Mr. J. Holmes, R. I. Railway, of a son.
HOYLE—Santember 14 h, at Satna, the wife of Harry C. Hoyle, Assistant Engineer E. I. Railway, of a daughter.
LAURIE—September 9th, at Chupra, the wife of F. C. Laurie, of a daughter.
LUARD—September 11th, at Fatehgarh, the wife of Mr. P. J. Luard, Opium Department, of a son.
MCDONALD.—September 2nd at Lahore, Mrs. Mary McDonald, of a son.
MIDDLECOAT—September 10th, at Bangalore, the wife of Captain F Middlecoat, R. E. C., of a daughter.
ORR.—September 9th, at Calcutta, the wife of John Cave Orr, Esq., of a son.
ORMSBY—September 6th, at Trevandrum, the wife of Mr. W. E Ormsby, of a daughter.
ROWLAND—September 12th, at Naini Tal, the wife of Rev. W. J. Rowland, Chaplain, of a son.

MARRIAGES.

HIRSCH—GULLIMORE—September 12th, at St. Stephen's Church, Octacamund, by the Rev. George Weslow, M. A., Emma Father, third daughter of J. Francis Hirsch, Esq., to F Daniel H. Gullimore, Esq., F. R. C. S. I., Surgeon, Madras Army, and Acting Zillah Surgeon, Salem.
FOSTER—HAND—September 12th, at St. Peter's Church, Saugor, C.P., by the Rev. W. J. Burdett, George Henry Foster, Assistant Conservator of Forests, eldest son of Lieut-Col Foster, H. M.'s 1st Battalion 19th Regiment, to Lucy Frances, second daughter of the late Thomas Hand, Esq., of Richmond, Surrey.

DEATHS.

McDONALD—September 2nd, at Lahore, the infant child of Mrs. McDonald.
POTTER—September 7th, at Dalhousie, Mr. W. J. Potter, of Lahore and Kurrachee.
STRANGE—September 12th, at Royapooram, Mr. Robt. Strange, aged 73 years.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette

MONDAY, SEPTEMBER 17, 1877.

THIS monsoon an unusually large number of vessels have been lost on the Indian coast, and it may be the case that in consequence Courts of Inquiry have determined to be very strict in their judgments. The public have no right to grumble at Marine Courts of Inquiry doing their duty thoroughly, because the more strictly captains and officers are taught that the result of carelessness or incompetency must be punishment, the less danger will there be to the lives and property of the public. At the same time, it is necessary that Marine Courts of Inquiry should be just before being strict. By showing severity without having evidence to justify them in being so they do more harm than good, because the confidence of the public and the mercantile community in their wisdom is shaken, and in some cases a feeling of recklessness may spring up through a ship's officer in a crisis believing that whatever happens the verdict of the Court of Inquiry will be dependent on chance—will be a mere "toss up," as he might say. On the other hand, if they are severe, and are fully justified by the evidence in being so, they ought to carry their severity to a logical conclusion, which is punishment. Their functions are of too serious a nature to be carelessly discharged. If they discover anything wrong in the conduct or capacity of the man they are trying the public interests demand that they should go further and award the punishment which is due to incapacity or carelessness. They must not remain content with uttering words "full of sound and fury, signifying nothing" As business men, elected to judge in order that the public interests may be protected, they are bound to come to business like conclusions. There is probably no Court of Justice in which sentimental considerations are more out of place than a Marine Court of Inquiry, and in pointing their censure or their praise the Inquirers ought always to keep the practical conclusion in view—namely, deciding what shall be done to an officer if he is to blame, and what commendation shall be passed upon him if it is proved that he performed his duties admirably in the face of irresistibly unfortunate circumstances.

These remarks on the general nature of the duties of Courts of Inquiry have been occasioned by the verdict given in the case of the s. s. Cheops, which was lost off Vingorla on the 4th of August last. The Court of Inquiry consisted of Mr. Webb, acting Chief Magistrate, the Hon. Mr. Shapoorjee Bengalee, and Captain N. Stewart, of the P. and O. Co.'s s. s. Assam. Of these the only practical man was Captain Stewart, to whose opinion on the nautical points arising in the case his two colleagues must have paid considerable attention. The Court commenced its inquiries on Wednesday the 5th inst. and delivered judgment on Friday last. If the punishment or non-punishment of the officer on trial is a proof of the nature of the verdict of the Court, then Captain John L. Dryden has been declared innocent inasmuch as no punishment was inflicted upon him. If, on the other hand, the censure of the Court is an indication of the verdict, then it is singular that no punishment has been inflicted on Captain Dryden, for the blame cast upon him by the Court is severe enough to make it necessary that punishment should follow it—that is to say, if the censure was well founded. The Court, in their judgment, say that after the vessel struck, and it was found that the water was gaining rapidly and the vessel was settling down by the head, "nothing was omitted that could possibly be done." No greater praise could have been given to Captain Dryden than this, and the Court seem to increase in admiration of his conduct when they add that "beaching the "vessel was the only expedient left, as she must "otherwise have gone down in deep water." Notwithstanding, however, that after the vessel struck "nothing was omitted that could possibly be done," which was the Court's deliberate opinion, they hasten to say that although "all "the officers and crew appear to have done their "duty," "greater efforts might have been made "to save the ship's papers and valuables." This means, in other words, that something was "omitted that could possibly be done" after the vessel struck. The Court thus decided almost in the same sentence that Captain Dryden was perfectly right in all he did, and yet that he was wrong in something he did. We do not perceive the logic of the Court's position, as we think, by their own words, they exonerate the captain and all his officers from blame, and almost in the same breath blame them. It is noticeable that when once the spirit of faultfinding has seized the Court, after they have forgotten their declaration that after the ship struck everybody had done his duty, they proceed in the same vein to find more fault with Captain Dryden. They consider he was "guilty "of great carelessness in approaching the coast, "possessing as he did such a small knowledge of "it, and exposed as he was to the influence of a "ground swell and probable currents during the "south-west monsoon. The Court consider his "conduct in this respect to be deserving of grave "censure, and he is so censured accordingly." Now, accusing the commander of a ship of "great carelessness" is about the most serious fault that could be found with a navigator, and we presume that the principal reason for the existence of Courts of Inquiry is to deal out punishment to responsible navigators who have been considered guilty of such conduct as would endanger either life or property. Yet this Court of Inquiry stop at their censure and deal out no punishment whatever, the result of which is that either the public or Captain Dryden have been unfairly dealt with. Public interests require that no navigator accused by a Court of Inquiry of "great carelessness" shall be allowed to escape from punishment; and Captain Dryden's interests require that if he is left unpunished for "great carelessness" he ought to be presumed to have been really innocent of such a grave mistake in his character as a navigator. We suspect, from the tone of the Court's judgment—which in one instance says that Captain Dryden was blameless and yet that he was not blameless—that some sympathy ought to rest in favour of the commander in the false position in which he has been placed by the Court. Had the judges of his conduct suspended his certificate, as, in justification of their grave censure, they ought to have done, he would have had the privilege of appealing to the Bombay Government on the evidence; but as matters stand the fact of his having received no punishment prevents him from taking such a course to justify himself, while the grave censure passed upon him will probably do him serious harm with the owners of his ship. He may point out to them that he was tried and practically acquitted because he left the Court unpunished, and they, on the other hand, may say that he was gravely censured for careless navigation, and may decline to give him further employment in their service. The false position in which Captain Dryden has thus been placed is apparent. He ought either to have been punished, and thus given the right of an appeal; or, when he was not punished, he ought not to have been censured so severely as he was. As to the charge of carelessness in approaching so near the shore, is it or is it not the fact that Captain Dryden adhered closely to the latest published Admiralty chart, and that the sole cause of the loss of the Cheops was that she struck upon a rock which was not set down in any chart? That chart gave him safe steaming in the distance he was from the shore, and nothing but the unfortunate discovery that the chart was imperfect caused the destruction of his ship. All commanders of ships, it is unnecessary to say, have to be guided by the best charts they can procure, and should these charts make no mention of certain concealed rocks it is unfair to censure these commanders if their vessels should happen to strike. If Captain Stewart, in steaming a certain distance from the shore—a distance which his confidence in the correctness of his chart entitled him to take if he chose—and if in doing so he struck upon an unknown rock the previous existence of which he could scarcely evolve from his own consciousness, he would probably think he was very hardly treated if afterwards a Court of Inquiry turned upon him and told him that he had no business to go so near the shore, and that therefore he must submit to be charged with great carelessness and censured, though at the same time permitted to leave the Court unpunished. Taylor's sailing directions show five fathoms depth at three cables length from the shore at Vingorla, and at the time the Cheops struck on the previously unknown rock she was about twelve cables length off the shore. All the witnesses proved that the Cheops was not nearer the shore than this. The censure of the Court of Inquiry is therefore unaccountable to us; and we presume that the Court had no very firm opinion on the point themselves, otherwise, after charging Captain Dryden with "great carelessness," they would not have hesitated to perform their proper functions as judges and suspend his certificate for a length of time proportionate to his offence. The contradictory expression of opinion that after the ship struck "nothing "was omitted that could possibly be done," and that nevertheless Captain Dryden ought to have saved the ship's

SPECIAL TELEGRAMS FOR THE BOMBAY GAZETTE.

(FROM OUR OWN CORRESPONDENTS.)

FAMINE RELIEF IN CALCUTTA.

CALCUTTA, SEPT. 16.

A meeting was held yesterday of the British India Association for the purpose of raising funds in relief of famine sufferers. Sir Richard Garth presided. It was ultimately decided that as the meeting was unconstitutional it would be better to convene a public meeting for the purpose. A requisition to that effect having been sent to the Sheriff, a meeting will be held on Wednesday.

STEAMER CASUALTIES.

The steamer County of Berwick is ashore off Saugor; the ship St. George has been dismasted and abandoned in the late gale. Part of the crew were saved. The ship has been recovered and is being towed up the river.

POONA RACES.

POONA, SEPT. 15.

GALLOWAY PLATE.

Dutchman	1
Judge Advocate	2
Khomil	3

Six ran. Time, 3 min. 1 sec.; dist., 1½ miles.

DECCAN HANDICAP.

Marquis	1
Prince	2
Clemence	3

Twelve ran. Time, 3 min. 15 secs.; dist., round the course.

TRIAL STAKES.

Hunter	1
Chorister	2
Nimblefoot	3

Five ran. Time, 2 min. 52 secs.; dist., 1 mile.

HACK RACE.

Kingfisher	1
Oliver	2

Five ran. Time, 57 secs.; dist., ¼ mile.

FRIEND OF THE TURF'S PURSE.

Clemence..... W. O.

[REUTER'S TELEGRAMS.]

(*By Red Sea Cable.*)

THE FIGHTING BEFORE PLEVNA.

LONDON, SEPT. 15.

A Russian official despatch has been received, stating that on the 12th instant the Turkish troops, after six attacks, succeeded in recovering three entrenched positions from the Russian Left Wing on the southern front of Plevna which were lost on the 11th instant. On the night of the 12th inst. the Russians completely invested Plevna with a line of entrenchments. The losses sustained by the Russians before Plevna have been enormous.

LATEST FROM SULEIMAN PASHA.

Suleiman Pasha, under date of 14th inst., telegraphs from the Schipka Pass, that his batteries have silenced the Russian batteries, and that he now holds Trajan's road.

THE ARMY OF THE CZAREWITCH.

The army commanded by the Grand Duke Alexander (the Czarewitch) lately operating near Rustchuck has, after several sanguinary engagements, wholly withdrawn to the west of the River Jantra.

THE WAR IN ASIATIC TURKEY.

Latest advices from the Seat of War in Armenia state, that the Russians have evacuated Ardahan and withdrawn from the fort of Emiroglon.

The Turks have occupied Abergueul.

THE DONCASTER CUP.

The following is the result of the race for the Doncaster Cup:—

Hampton	1
Chesterton	2
Thorn	3

THE RIVER NILE.

ALEXANDRIA, SEPT. 15.

The state of the river Nile is very critical, and the tendency of the waters to go still lower is on the increase.

THE MAILS.

LONDON, SEPT. 14.

The Bombay Mails of the 24th ult., via Brindisi, were delivered in London to-day. The heavy Bombay Mails of the 17th ult., via Southampton, were delivered in London to-day.

LIVERPOOL WEEKLY COTTON REPORT.

LONDON, SEPT. 14, NOON.

Total Week's Sales of Cotton	84,000	bales.
Amount forwarded	1,000	do.
Do. Week's sales of Surats	11,000	do.
Do. Week's Imports of Cotton	11,000	do.
Do. do. do. Surats	nil.	
Do. Stock of Cotton	740 000	do.
Do. do. Surats	88.000	do.
Do. do. of Cotton in London	29,000	do.

LONDON, SEPT. 14, APT.

The Liverpool Cotton Market closed firm. Surats firm.

The London Cotton Market has been firm.

Fair Dholleras	5 1-16
The Manchester Market has been firm.	
7 lbs. Shirtings	6
8½ lbs. do.	7
40s Mule Twist	0-10½
Exchange on India, 60 days' sight	1-8½
4 per cent. Rupee Paper	81½
4½ per cent. do.	89½
5 per cent. do.	88½
3 per cent. Consols for account	95½
3 per cent. French Rente, 1872	106½
Rio Tinto	54½

Total Coin in the Bank of France ..£88,400,000
" Notes in Circulation ..£94,600,000

STEAMER REPORTS.

GALLE, 15TH 11-54 A. M.

French steamer Ava from Aden arrived.

RATES OF EXCHANGE ON LONDON.

				per Rupee.
Bank Bills on demand			1s. 8 15-16d.	
Do.	at 3 months' sight		1s. 9 1-16d.	"
Do.	" 6	"	1s. 9 9-32d.	"
Credits	" 3	"	1s. 9¼d.	"
Do.	" 6	"	1s. 9 7-16d.	"
Documents	" 3	"	1s. 9 5-16d.	"

THE WEATHER AND CROP REPORTS.

The *Gazette of India* of Saturday contains the following reports of the weather and crops for the past week. For Madras: there has been an excellent fall of rain in most districts, though not enough in Madura, Tinnevelly, Coimbatore, Trichinopoly, the Nilgiris, and Salem; prospects, however, are greatly improved, though prices continue high. For Mysore: there has been a good fall of rain. For Bombay: abundant rain has fallen in Sholapur, and in the Southern Mahratta Country; a good fall also in parts of Ahmednuggur, Poona, and Satara; moderate in Guzerat, Khandeish, and Nasik. The river is still low in Sind, but there has been plentiful rain there. For Central Provinces: a good fall of rain is generally reported; more is wanted in Upper Godavari, Saugor, and Damoh; elsewhere prospects are favourable. For Berar: there has been slight rain; the *kharif* crop is in good condition. For Central India: rain has fallen in Sutna and Gwalior, but it is much wanted at Neemuch and Gwalior; in Malwa the prospects are good. For Rajputana: the fall has been good in Jhallawar, slight in Haranti and Bhartpur, parts of Marwar and Bikanir; but generally prospects are not improved. For Bengal: prospects are satisfactory; there has been a fair general fall of rain; more is wanted in Kutch-Bihar, Gya, parts of Monghyr, Chumparun, Pooree, Hazaribagh, and Palamow; the early crop has given a fair average outturn. For Assam: copious rain has fallen and prospects are excellent. For Burma: the rainfall is steady and abundant. For the North-West: a fair quantity of rain is reported from Benares, Allahabad and Fyzabad, elsewhere it has been too slight for the *kharif* crop; damaging westerly winds prevail. For the Punjab: there has been general light rain, but not at Delhi or Peshawar; an extraordinary fall is reported from Mooltan, causing floods: the *rabi* sowings are progressing; the unirrigated *kharif* crop is lost almost everywhere.

THE Poona Horse has been ordered to be in Poona by the 21st, to take part in the state reception of the Viceroy on the 22nd.

WE believe that the immigration of famine-stricken people into Bombay has taken a most decisive turn, natives now crowding out of this city much faster than those who are entering it.

WE learn from Surat, that two and half inches of rain fell there during the night of the 14th inst.

THE rainfall at Trichinopoly on the 14th was nearly three inches, extending over the greater part of the district. It will probably save the dry crops.

THE Wellington Race stewards' case has at last ended satisfactorily. The stewards have tendered an apology to the Pilgrims, which has been accepted.

A LARGE portion of the public will be astonished to hear that Mr. Dossabhoy Framjee, Second Magistrate of Police, has been nominated an additional member of the Legislative Council of His Excellency the Governor of Bombay. This fact has been received with great joy by the Parsee community, and the European community, though astonished at Mr. Dossabhoy's persistent good fortune (which, it must be admitted, he has in many instances deserved)—recognise the appointment as a logical sequence to the unmeasured flattery which Sir Richard Temple recently bestowed upon the Parsees in the Town Hall on the occasion of the Sir Jamsetjee Jejeebhoy memorial meeting. The *semurg* (or *shahmurg*) which played such an important part in Sir Richard's address, together with the Rustoms and the Jamsheds, is perhaps determined to spread its covering wings over the representatives of the blue-blooded community for evermore.

THE accident in Bombay harbour on the 7th August last, which unfortunately resulted in the death of Dr. Dugald McGregor, formed the subject of enquiry at the Criminal Sessions on Saturday last. The doctor was in the habit of visiting ships in the harbour on professional duty in a boat with four oars, which were used when there was no wind; but sails were used when the wind was propitious. On the day in question, he had gone in his boat from Sassoon Dock, and was returning in it under sail from Cross Island to Apollo Bunder, beating up against the wind on the starboard tack. Suddenly, when within fifty yards distance, a prow was seen which was also on the starboard tack; but whichever tack it was, prowmen ought, according to the harbour rules, as the prow was running free, to have kept clear of the boat, which she did not do, nor did she luff sufficiently when told to do so. The consequence was that the boat was struck and swamped. Dr. McGregor disappeared for a few minutes, and was then picked up by one of his own crew in an unconscious state. He was removed to the European General Hospital, where he died. It was the duty of the prowmen to keep a look-out, but the evidence showed that, instead of doing so, all the men were engaged in arranging tarpaulins in the prow. The question, therefore, for the jury was, whether the tindal of the prow was not navigating her in a careless manner? The verdict was, that the man was guilty of navigating his vessel in a manner so rash and negligent as to endanger human life. The learned judge who tried the case, Sir Charles Sargent, said that as this was the first case of the sort that had come before him, and as it was not wilful misconduct on the part of the prisoner, the tindal of the prow, he would pass a sentence of only a month's rigorous imprisonment as a warning to people of his class.

JUDGMENT was given on the 11th inst. in the case of the alleged swindling by means of a lottery at Bangalore. A Parsee named Muljee Sapoojee, it may be remembered, was charged by two Europeans, who had taken tickets on the chance of drawing articles of value, in which lottery, it was said, were numerous prizes, some valuable and others worthless. It was denied, however, that any valuable articles were in the lottery, and he was charged consequently with cheating. The evidence was, however, so contradictory that the accused has been acquitted.

IF, as we are assured, says the *Indian Daily News*, one of the stipulations contained in the prospectus of the Umballa St. Leger Sweep is that "telegrams will be sent to those who draw the first ten horses on the list of the London betting," and the Honorary Secretaries to the Sweep omitted to fulfil this condition in the case of the drawer of Silvio, those gentlemen have placed themselves in a position which is scarcely to be envied. Gentlemen interested with the actual ticket-holder in the performances of Silvio appear to have called at the Telegraph Office on 6th and 7th; and finding that no telegram had been received in the name of the ticket holder, were induced to part with their shares for sums at which, it is needless to say, they would have refused to look, if the true state of the case had been laid before them. The motive of the gentlemen who are the Secretaries are of course above all suspicion; but as all half-mysterious arrangements like race lotteries contrive to maintain a high character only in proportion to the unswerving exactitude with which business details are respected by those who manage them, the many persons interested in such matters in India will be glad to receive some explanation which will enable them to regard the facts reported above in a different light from that in which they are naturally and not unjustly regarded by those who have sustained a heavy loss.

A CORRESPONDENT at Bangalore writes as follows to the *Madras Times*:—"The Viceroy's visit has not passed off quite so smoothly for the principal persons concerned in the management of the Famine, as it is intended to be believed. It is no great secret that Commissioners of Divisions have been very completely sat upon for their shortcomings; nor has the Public Works Department escaped. It is whispered here that Colonel Sankey, R. E., Chief Engineer, and a most able and zealous officer, is not disposed to accept undeserved blame for his Department, and that it is not impossible he will vacate his appointment, which, rumour says, will, in that case, be filled by the Engineer Member of the Special Famine Commission."

IT has been ascertained that the recent grain riot at Delhi was not premeditated but simply invited by a favourable opportunity. Forty-seven of the rioters were captured by the police under Major Ewart. According to telegraphic information received yesterday the disturbance has quite subsided and the city remains quiet. There was a grain riot on a smaller scale in Umballa cantonments on Thursday last, which was promptly suppressed by the magistrate.

ORDERS will issue immediately to stop the relief of all the Native Infantry regiments in the Bengal Presidency save as regards the three regiments in Assam. Again the 15th Hussars are to stand fast at Meerut for another year; the relieving regiment from England replacing the 11th at Umballa. The dparture of the 4th Bengal Cavalry from Meerut may probably also be delayed for a time. All British Infantry moving is, wherever practicable, to travel by railway in order to minimise interference with ordinary transport of the country. Urgent sanitary reasons and the impossibility of interfering with such of the relief arrangements as concern both the Home and Indian establishments seem to prevent any further curtailment of the original programme.

THE weather at Ooty, says a visitor, "is really splendid, perhaps just a trifle too cold for us, poor parboiled creatures from the plains; but, imagine the comfort of sitting down for a chat before a roaring fire, and turning into bed under two or three thick blankets, and soundly sleeping, as you only can in such a climate, rising in the morning refreshed and invigorated for a good walk."

THE officers arriving from up-country at Ooty, the rendezvous for them all, complain bitterly of the accommodation which, though the tariff is high, cannot be considered even under the circumstances, such as ought to be provided. The Commissariat have supplied a native agent or "canny corporal," whose sole idea is the accumulation of a private famine relief fund for his own benefit. The sergeant in charge is not apparently able to control his movements. Seeing that Government intends that proper and liberal accommodation should have been provided, it is very discreditable that the result should be so unsatisfactory, and we hope the matter will be enquired into.

THE death of Captain W. Porter, the Master Attendant, Akyab, occurred on the 3rd inst. Captain Porter entered the Marine Service of the Province in April 1856. He was a very popular officer, and held in great esteem by every one in Akyab.

THE following is a copy of a telegram, dated the 11th instant, from the Superintendent of the Light House at Sagar Island:—"Schooner Arabia, from Galle, on shore, Sagar Cliffs, abandoned. 18 lascars and native captain here."

THE Italian barque Miehell arrived at Rangoon on the 20th ult., having sailed direct from Genoa through the Suez Canal. Her entire cargo consisted of goods for the Mandalay market, and she has brought out a quantity of machinery for the King of Upper Burma.

SOME people are very jealous about other people shooting the game of the country. The Cawnpore sportsmen are very indignant just now because native soldiers go out into the districts and shoot down black buck indiscriminately. He mentions that the other day he met a sowar of the 15th B. C. taking a pony load of skins to the lines. On asking him he found that he and seven others of that regiment had got leave for a week and shot 20 bucks and does. "Goodness only knows," he exclaims, "how many were wounded besides. The men in this regiment, as well as those in the 31st N. I., are constantly going out in batches and regularly poach. Natives never can see the use of stalking a buck in the open and shooting him with a bullet, when they are much surer of bagging their game by mobbing him in a sugarcane or indigo-field. The officers of both the above regiments could easily put a stop to this wholesale slaughter if they chose, by only allowing say two men to go together, seeing that they shoot with bullets and not slugs, only giving one or at the most two days' leave at a time, reducing the number of guns with the men for sporting purposes; and lastly by getting up more sports in their regiment, such as tent-pegging, &c., which would be an amusement to the men as well as the public. The Cawnpore district was never famous for the number of black buck in it, but if things go on as they have been, not a single one will be left within 30 or 40 miles of the station in a year or two."

THE *Delhi Gazette* advocates the sending of European children to Mussoorie and Landour for their education: "We believe we are not wrong in saying, that of all the available hill sanitaria, Mussoorie and Landour are not only the most accessible and altogether the most convenient, but also the most salubrious and healthy. We venture the statement, that statistics would amply support our opinion; and from our own experience, which has been large, and our own observation, which has been searching, we affirm that so far as climatic influence is concerned, children of European can be as satisfactorily brought up on the "hills North of Deyrah" as they can be anywhere else in the wide world. We go further: we affirm that they can be as well educated there as they can be in England in any but the great national public schools. The proper *method* of educating in India has not yet been tried; the method successful at home need not necessarily be equally successful in Indian schools. The physical training and development of European children brought up on the hills of India can be accomplished with great success and but comparatively little trouble. We find, however, that the cool and bracing air of those high and purer regions causes forgetfulness of the fact, that the sun is tropical; exposure to the sun's rays is thought of little moment. This is, of course, a grave error, too often fraught with mischief. The sun should be studiously avoided —that is, exposure unprotected to his direct rays —from 10 a.m. to 4 p.m., and then we would guarantee that the climate, so frequently blamed for the results of unreasoning carelessness, is second to none in the world for developing the infant frame into a sturdy robust man. Mountain scenery, air and exercise, must necessarily produce a sound mind in a sound body, unless there be organic disease or bodily infirmity."

WE see it stated that Raja Surendra Mohan Thakur, whose reputation as a writer on Indian music is proudly alleged to be equa led by his zeal and liberality in promoting its culture, has just been appointed a corresponding member of the Royal Musical Institute of Florence.

IT is rather amusing to notice that some of the home papers are announcing the appointment of Colonel Barry, C. B., to a Belgian Brigade. Apparently, they have never heard of Belgaum.

THE following very characteristic specimen of an Indian newsletter appears, from Dehra Doon, in an up-country paper:—"This has really been a singular season in the Dun. We have had very few fleas and flies, and insects of all sorts are rarely seen, except ants, while birds continued to breed with success up to the present time. No sickness to complain of. Plenty of vegetables in the market. No deaths from snake bite. Sky races and Gymkhanas once a fortnight, which amuse the people amazing." The correspondent almost seems to regret the absence of the ordinary amount of fleas and flies.

REFERRING to the Russian campaign, the *World* says:—"Meanwhile Russia has to fight new foes. Ignorant or careless of all the precautions that modern sanitary skill dictates, the Russian commanders allow their camps to become foul with ordure and with the rotting carcasses of horses and of men. And so, not only have they marsh-fever for a foe, and dysentery—that curse of camps—but now typhoid fever begins to make its mark, and King Cholera is setting up his throne in their midst. For one man slain by the enemy's bullets, disease will surely slay ten. The rains will begin in a short time now, and death will reap a rich harvest. Add to this, that in little more than six weeks the Danube will have so risen as to make it almost impossible for the Russians to keep up their communication by bridges, and the critical nature of their situation becomes apparent. That they would make peace without gaining one victory in either theatre of war is not to be hoped. That the Turks would make peace on any terms acceptable to Europe without being defeated is as little to be expected. But when we think of the unutterable horrors of this war, it must be our prayer that peace may speedily ensue; and the only hope of obtaining peace on terms which we and other Powers can accept, and induce the belligerents to accept, is to be found in the prospect that the next few weeks may show us a victorious but exhausted and suffering Russia, and a defeated but still vigorous Turkey."

THE *World* says:—Every one remembers a certain day last June on which Lord Salisbury delivered two remarkable speeches. The first was addressed to the House of Lords, the second to an after-dinner audience at one of the Tory guilds in the City. The object in each case was to show that the fears of the anti-Russian party are groundless, especially as regards Asiatic conquests. In the City speech, Lord Salisbury was particularly jocose at the expense of a supposed colonist, who fancied that the Cape of Good Hope might be endangered by Russian annexation of Armenia. Lord Derby, on this occasion, backed up his colleague, and spoke of his argument as 'admirable.' The Foreign Secretary has not much sympathy with colleagues, or with Christians, or with Turks, but he is ready to embrace any one who gives him a welcome excuse for inaction. But the curious thing is that the last Turkish Blue-book shows plainly who the colonist was at whose illusory fears these two influential Ministers were poking fun. He now turns out to have been no other than Her Majesty's Ambassador Extraordinary at Constantinople. Mr. Layard's emphatic denunciation of the danger to our Empire from the advance of Russia in Armenia, dated the 30th of May, must have been before the Cabinet when these speeches were delivered.

IN an article entitled "The Rock Ahead in India," the *World* foretells the most dreadful disasters to this country, not because Lord Lytton's frontier policy has opened the gates of the Hindoo Koosh to the Russians, or because the Musulmans are going to proclaim a jehad against all Christians (though it is doubtful how many Englishmen nowadays would come under that title), but simply because, upon the very last evening of the Session, Lord Campbell presented a petition to the House of Lords, emanating from three unhappy kinsmen of the Chief of Palitana, and Lord Salisbury promptly dismissed it. A fair specimen of the *World's* extraordinary advocacy on behalf of the petition is the following rhodomontade:—"'Who on earth ever heard of Palitana?' was the natural inference of all who glanced next morning at the brief report of the conversation between Lords Campbell and Salisbury, 'and who cares twopence about its chief or its kinsmen?' Nevertheless it is certain that the answer given in this case by Lord Salisbury has never been surpassed in reckless carelessness and audacious inaccuracy; nor can it be denied that it will be read by millions of eyes in India, whose owners know all about the arbitrary Chief of Palitana and about his oppression, under sanction from our Government. You will remember that in 1872 it became very apparent that the guaranteed railways were not in the long run paying the interest upon the capital outlay. There were, no doubt, now and again vigorous spirts of traffic, but such impulses, powerful sometimes, were not always continually sustained; and the fact remained, that though, for an occasional half-year, particular lines did pay 5 per cent., or more, the line, as a rule, did not pay. Even though our G. I. P. line may just now be paying more than 5 per cent., and may do so another half-year, and though it may be as likely as any line to pay, still, in the long run, it does not always pay. So it really became a matter of great importance to the Imperial Exchequer that the new States lines should be constructed as cheaply as possible. Now, in order to give you an idea of the saving that was anticipated to result from the construction of these lines on the narrow instead of on the broad gauge, I will read you a passage from a financial minute which I recorded at that time viz; in 1872. I then wrote as Finance Minister:—

What the saving will be from the adoption of the narrow gauge for all the lines remaining to be finished in India is a disputed question, on which I need not attempt to give a definite opinion. I gather that it may amount to £3,000 a mile. If the total length of the lines unfinished, or yet to be commenced, be taken at 3,000 miles, then the saving would amount to six millions of capital outlay, representing a permanent charge of £340,000 a year, or say a quarter of a million. It, as it is probable, the total length shall ultimately exceed 3,000 miles, then the saving will be more, and may reach even one-third of a million annually for ever—anything, therefore, which concerns this large affair becomes of financial consequence.

There is another portion of this minute, referring to the scheme which we proposed in 1872, which has been published by your Chairman in the influential journal of which he is the editor. Though he was good enough to publish it, yet, in order to make my exposition clear to you, I will ask your permission to read it. The scheme then proposed was this:—

The Indus Valley and the Punjaub Northern lines, if constructed on the narrow gauge, can hereafter be easily connected by narrow gauge with each other, and with other large sections of narrow gauge lines; and also with the sea coast and with points of commercial and strategic importance. The broad gauge of the lines from Hyderabad (Sind) to Kurrachee, from Mooltan to Lahore and Delhi, can be converted into a narrow gauge at a comparatively small cost. Thus a connection is established with the Rajpootana narrow gauge lines, which now have their termination at Delhi, and which touch at Agra. Thus there would be a continuous narrow gauge system extending through Rajpootana, Shikhid, the Punjab and Sindh, without a break, and touching the sea port of Kurrachee; also including within its limits the main arsenal of Ferozepore, and reaching to the magazines of Delhi and Agra. The total length of continuous narrow gauge would comprise not less than 2,197 miles, and the rolling stock employed, and stores and supplies collected, on such a length would be very considerable, sufficient indeed to furnish reserves for large military operations. It may be said that to introduce the narrow gauge into the sections between Kurrachee and Hyderabad, and between Mooltan, Lahore, and Delhi, will cause expense, and will so far detract from that economy which is the object of the narrow gauge. But the cost would not be much, and would bear but a slight proportion to the saving. There may be several modes of effecting the conversion, but it appears from the papers in the case that the cheapest method involves an outlay of not more than £168,000, which is but a small drawback against a saving of 1½ millions. Further, it is most probable that the Rajpootana lines will be carried on in conjunction with the Bombay, Baroda and Central India line at Ahmedabad. It would be quite possible to convert that line from broad to narrow gauge at a cost apparently of £100,000. Then the narrow gauge system would be connected with Bombay, and its total length would be prolonged to not less than 2,813 miles. Thus the magnitude of the narrow gauge system, the resources at its command, the strategic positions of the military stations within the area of its operation, would be much augmented.

Well, gentlemen, that scheme, which was a large one, as you are so well aware, has been entirely broken into, and I must confess that, though I was a few years ago one of the strongest advocates of the extension of the narrow gauge system in India, I have no longer the means of properly prosecuting the case. Much of the life has been taken out of the original plan by the changes which have since occurred. Nevertheless I am bound to point out to you that there is a great deal of argument in favour of the adoption of the narrow gauge wherever circumstances admit of its being adopted; for, notwithstanding all that may be said on the other side, there probably is a saving of from £1,000 to £2,000 per mile. Whether that saving be £1,000 or £2,000 per mile, or something between, say £1,500, depends on circumstances. If a narrow gauge line climbs up the steep side of a range of mountains, or if it traverses a broad alluvial tract necessitating a continuous embankment for many miles, then the saving may be £2,000 per mile, or even more; but if it runs over open country it may be £1,000; and if the country over which it extends is partly open and partly difficult, it may be £1,500 per mile. I observe that my friend Mr. Mathew shakes his head to that, but I can assure you that such is still the opinion of engineers—I mean no disparagement of I say—of as great experience as he has himself. And practically, gentlemen, it stands to reason that there must be a considerable saving in the construction of a metre gauge railway of 3 ft. 3in. as compared with the standard gauge of 5ft. 6 in. It also stands to reason that there must be a saving in the cost of maintenance of the line; there may be disputes as to the extent of the saving, but there must be a saving, and even if such an experienced expert as Mr. Mathew were to assure me to the contrary, I should say this is one of the few and exceptional cases where I should feel myself precluded from accepting the opinion even of experts. You have so many lines of railway to construct, and a limited sum of money that you can afford to spend, and you will be able to construct a certain number of miles more on the narrow gauge than on the broad gauge, for the plain reason that the narrow gauge costs less. Supposing 100 miles on the broad gauge costs £5,000 per mile, and by constructing the line on the narrow gauge £1,000 a mile would be saved, then on the whole 100 miles you save £100,000, so that you can construct 125 miles on the narrow gauge for the same amount that it will cost to construct 100 miles on the broad gauge. Or if the 100 miles cost at the rate of £6,000 a mile—take the case of a saving of £2,000 per mile—that represents £200,000, which is equivalent to an extra mileage of from 33 to 35 miles. Then comes the question, would you prefer to have in the one case 125 miles narrow gauge or 100 miles on the broad-gauge; or in the other case, 135 miles on the narrow-gauge or 100 miles on the broad gauge; and with such knowledge as I possess of the circumstances of the country, I should unhesitatingly say that I would rather have the 125 or 135 miles on the narrow gauge than 100 miles only on the broad gauge. Some of my fellow countrymen, on the other hand, may think that they would prefer to have the 100 miles on the broad gauge. You see, gentlemen, it becomes rather a nice balance of considerations, and I therefore hope you will not be displeased with me if I express my preference for the greater mileage on the narrow gauge. Then I must detain you for a few seconds while I advert to the question of haulage, because I see that has been alluded to. I am informed by my professional advisers that a main factor in haulage is the cost of coal. Of course an engine on the narrow gauge will not have as much as one on the broad gauge, but then the narrow gauge engine consumes less coal, so it comes to this, that haulage depends mainly upon the consumption of coal, and in either case the cost of the coal consumed will be exactly proportionate by rule of three to the amount hauled. So the haulage point does not benefit the argument on either side. Another argument for the narrow gauge, or rather an answer to an argument against the narrow gauge is, that it may be said that if you have to construct a railway on the narrow gauge you shut out all hopes of carrying more in the event of the traffic increasing. The expansiveness of Indian traffic is an unknown quantity—none of us can possibly tell how great that expansion may be, and it would be a melancholy thing if, by constructing narrow gauge railways, we were to cut ourselves off from all hope of carrying increased traffic; but such is not really the case, because all that is necessary to be done in any case is to double the line, and intermediately we might very nearly increase the engine power. As you very well know, no railway in India has yet been worked up to its full strength, because we have never yet had enough engines for the traffic which we could carry over our lines. Now, no doubt a double narrow gauge line may cost somewhat more than a single broad gauge line, but then the double narrow gauge line will carry much more. In the meantime the narrow gauge has this particular advantage, that in the meantime you have a moderate outlay of capital, and according to the circumstances of the country, when the traffic increases, if it should ever increase, to such an extent as to render that course necessary, you can always double the line. Besides this, gentlemen, since the subject was considered by the Government of India, of which I was a member, in 1872, several very important narrow gauge lines have been opened. Those gentlemen who honoured me with their company in Bombay one day last May, when similar questions to that now before us was discussed, will remember that I then alluded to the narrow gauge line which had been successfully opened in Southern India. That railway has conferred, and is still conferring, priceless benefits, not only to trade, but also as regards the safety of people, throughout the great districts of Trichinopoly, Madura, and Tinnevelly. Then there is the great Bengal line, which is about to confer enormous benefits, and quite, as it were, to regenerate the geest Bengal districts of Rajshye, Dinagepore, Rungpore, and Julpigoree. There are also the Rajpootana lines, which are doing immense good in the districts of Delhi, Gorgaon, and Muttra, the Native States of Ulwar and Jeypore, and the British territory of Ajmere. All these lines are working most satisfactorily, and are carrying an immense amount of traffic and an immense number of passengers; and there can be no doubt that these great benefits to opposite parts of the Empire have been secured by the narrow gauge at a considerable saving of capital outlay. I am certain that this argument will be really appreciated by some of my financial friends and commercial friends. Surely it is a very important thing that these benefits should be conferred upon the country at as small a cost as possible. So that it comes to this, that the adoption of the broad gauge or the narrow gauge must greatly depend upon the circumstances of each case. This brings me to the consideration of the particular case which has been stated so ably by Mr. Maclean. Now, in the first place, it is perfectly true that since I last had the honour of receiving a deputation on this subject I have very strongly recommended the line being constructed from Ahmedabad to Palhanpore on the broad gauge, and, as you know, that recommendation has been acced-d to, and the construction of this portion of the line is about immediately to be undertaken on the broad gauge. But I must explain that I advocated that course on this particular ground, viz., that there was not much probability, in the present financial times, of the line being carried through from Ajmere to Palhunpore, and in the meantime I maintained that the short piece from Ahmedabad to Palhunpore might be, and should be, constructed within the next year or two; and that whether the remainder of the line to Ajmere were carried out or not, this piece at all events would be of immense benefit. And, of course, if this piece alone were made, it must be made on the broad gauge; therefore, in view of the comparative hopelessness of the remainder of the line being carried out for some years to come, I thought we had better content ourselves with making this piece at all events, which, as you know, runs through an integral part of the great province of Guzerat, which ought to have a railway in immediate conjunction with the Bombay, Baroda and C. I. line. Now as regards [illegible] from Palhunpore to Ajmere, or [illegible] to Beawar—for I have reason to [illegible]urity that not only has the line [illegible]ut it has been sanctioned, and [illegible] be extended to Beawar which [illegible]om Ajmere in the direction of [illegible] that remaining portion of the [illegible] said at the recent meeting in [illegible]ary object. You will excuse [illegible] this particular line, too [illegible]made of the military argument, [illegible] great degree, been exhausted [illegible]road gauge of the line from [illegible]ad I don't much if it can [illegible] with regard to the Western [illegible] go now, by the G. I. [illegible]e only reinforcements of [illegible]pected to go by the Western [illegible]or Agra, Delhi, and Meerut. [illegible]ge the importance of those stations, but I maintain that they do not afford an important military argument; the military argument does apply to some extent, but it is not a large one. Then I come to the argument about the break of gauge. If you dwell upon that argument, I think you will find that it very much narrows the importance of the question in which you take so much interest. Remember, gentlemen, that any how we are in for a break of gauge between say Guzerat and Hindoostan. You will kindly bear in mind that the line has been constructed on the narrow gauge from Dilhi to Ajmere, and also from Agra to Ajmere. The junction of the two branches occurs at a placed called Bhandikoi, about 30 miles north of Jeypore, and from that point the united narrow gauge line runs to Ajmere, whence, I am informed, it is about to be carried to Beawar. The total length of these narrow gauge lines is about 400 or 450 miles. You doubtless contemplate, gentlemen, that some day the Government of India will be induced by the force of public opinion to convert these lines to the broad gauge. That, at all events, would be a very troublesome and a very costly operation. Possibly Mr. Mathew and other engineers may say not so very expensive, but our advisers say it would be very expensive. But it is not only that; remember that if these lines were converted to the broad gauge, another narrow gauge railway system would be left in the air. You are doubtless aware that a narrow gauge line is being now constructed from Khandwa to Indore, and by Oojeen to Rutlam. This railway is a narrow gauge line, which it would be very difficult indeed to convert to the broad gauge, because it is a narrow gauge line which ascends the Vindhiya mountains. That line will inevitably seek extension to Neemuch and so to Ajmere, which is its natural outlet, and, if I may use the metaphor, the lungs by which alone it can breathe. Then, if the broad gauge ran through from Ajmere to Delhi and Agra, this considerable system on the narrow gauge, measuring between 300 and 400 miles, would be left in the air, that is, quite isolated. I must say it does not appear to me the least likely that, with all these points in view, the Government of India can ever be induced in future years to convert to broad gauge all the lines from Ajmere to Hindoostan. It appear to me there must be a break of gauge, and that the question is therefore narrowed to whether there shall be a narrow or broad gauge line between Beawar and Pahlanpore, a distance of, say, 200 miles. Well, that is not really a very large question; you are the best judges, but I should have thought it scarcely merited the very great interest which is being bestowed upon it. There must be a break of gauge somewhere, and the question simply is whether it shall be at Beawar or Pahlanpore. Will you kindly bear in mind, that a great part of the country between Beawar and Pahlanpore is poor, some of it is very sandy and almost a desert, so that the local traffic will be small. The whole question, then, relates to the through traffic which is destined to what you would call the evils of the narrow gauge, and cannot possibly escape them; and does it really very much matter if those evils are inflicted on the traffic for another 200 miles? I do not say the matter is of no importance, but it is not really of very great consequence. No doubt it may be said—and this is the strong argument on your side of the question—that inasmuch as one narrow gauge line starts from Delhi and another from Agra, the two combined will bring on to the point of junction an amount of traffic which cannot be carried forward by a single narrow-gauge line. If the point of junction had been at Ajmere or Beawar there would have been force in the argument, but unfortunately the junction is at Bhandikoi, which is distant at least 90 miles from Ajmere. So that at any rate there is destined to be this evil—if it is an evil, which I am not prepared to say it is—and from the troubles, such as they are, of a break of gauge, there is no chance of immunity. I do not disparage the troubles of a break of gauge for goods. My advisers tell me that it is a question of a delay of ten hours—possibly, at some seasons, of even 24 hours—for goods; for passengers, it represents but a little inconvenience. I say this with deference to a very graphic description which was given by a member of this deputation at the recent public meeting in Bombay, of the sorrows caused to native passengers by breaks of gauge compelling them to change carriages under the influence of the biting cold at night, and of the burning sun by day. Will my friend be surprised to hear that similar inconveniences are suffered to a greater extent by my fellow countrymen in England, where one cannot travel from one part of the country to another without changing carriages one or more times. It is an evil to which we Englishmen have been brought up, and I am afraid we cannot promise our native fellow-subjects total exemption from such little annoyances as they may suffer in consequence of having to change carriages now and then in that course of a long railway journey. If it is found the two narrow gauge lines converging at Bhandikoi bring down more traffic than can be carried forward by the single narrow gauge line from that point, the remedy will be to duplicate for doubling the line from Bhandikoi to Pahlunpore, and if it can be proved that the traffic is so great as to justify that course, we shall have a strong case. I shall myself be only too glad if the expansion of the traffic proved so great as to justify you in agitating with a strong hand for the grant or presentation on the favourable consideration of the Supreme Government. But it is somewhat doubtful whether there will ever be such a vast amount of through traffic on this line. In the first place, the lower Hindoostan traffic will be carried by the existing G. I. P. Ry., and a good deal of the Punjab traffic will go over the Indus Valley line to Kurrachee. Then as it comes to this, gentlemen, that the matter is one very much for the consideration of the Government of India upon what seems to me to be rather a nice balance of argument. They will have to consider the difference in the outlay for constructing 200 miles of railway added to what is an invisible system of narrow gauge railway intervening between two great broad gauge systems, and that is a consideration which used to weigh with the Government of India, and which, doubtless, will continue to weigh with them. And, then, if you have a narrow gauge system, you must have a large system, or there is always a danger of insufficiency of engines and rolling stock in times of difficulty. On the other hand, there are the arguments which have been so forcibly put in your written proceedings and in Mr. Maclean's speech that I need not recapitulate them. All I am able to do is to take care that your memorial is immediately submitted to the Government of India, with the same promptitude with which your previous memorial was forwarded to the Secretary of State. I cannot promise that any strong case shall be made out in your favour. I have thought it necessary to trouble you with this explanation because I think that points in my position should explain the general and consistent course of their opinions from time to time. As I said before, I do not think the case is a very strong one either way, for that it matters as much as you seem to consider. I will say what I can, but I cannot promise to represent any very strong opinion. It is a matter which is perhaps almost as broad as it is long, and it will doubtless be decided by the Government of India upon rather an accurate balancing of considerations. What their decision may be I have really no idea. It certainly was intended originally to construct the whole of the Western Rajpootana line on the narrow gauge. I have made reference upon this subject to ascertain what is the present intention, but I have not yet received a reply to my reference, and I gather from this that the original intention of constructing this line on the narrow gauge has not been abandoned. Before I conclude, will crave your permission to read to you a passage from one of my minutes of 1872 about the guaranteed railways. I observed that much was said at your public meeting in Bombay about the narrow gauge, and it seemed to be supposed that many official men in high position did not appreciate the great services which the guaranteed railway companies have rendered. As you citizens of Bombay naturally feel proud of the success of the two guaranteed railways in this Presidency, and as a distinguished gentleman connected with one of those railways is present to-day, I will crave your permission to read a passage from my financial report of

prize Rs. 100. If 5 entries, 2nd prize 1 G. M. If 5 or more, 3rd prize 1 G. M., 2nd prize, 2 G. Ms.

II. Throwing the cricket ball.—Entrance Rs. 5. 1st prize, value Rs. 50 and Medal. 2nd prize, if there are four or more entries, 1 G M.

III. Quarter mile flat race.—Entrance 1 G. M. The winner will receive Challenge Cup presented by the Merchants. Medal and prize value 2 G. Ms. If there are four entries, 2nd prize value 1 G. M. If there are 5 or more entries, 2nd prize value 2 G. Ms, 3rd 1 G. M.

Third Day, Wednesday, September 26.

I. Hurdle race.—120 yards. 10 flights. Entrance 1 G. M. The winner will receive Challenge Cup presented by Bombay Gymkhana Medal and prize value 2 G. Ms. If there are four entries, 2nd prize value 1 G. M. If there are 5 or more entries, 2nd prize value 2 G. Ms, 3rd 1 G. M.

II. Putting the shot (16 lbs.)—Entrance Rs. 5. 1st prize, value Rs. 50 and Medal. 2nd prize, if there are four or more entries, 1 G. M.

III. High jump.—Entrance Rs. 5. 1st prize, value Rs. 50 and Medal. 2nd prize, if there are four or more entries, 1 G. M.

IV. Mile flat race.—Entrance 1 G. M. The winner will receive Challenge Cup presented by Officers R. E Medal and prize value 3 G. Ms. If there are four entries, 2nd prize value 1 G. M. If there are 5 or more entries, 2nd prize value 2 G. Ms, 3rd 1 G. M.

Sports to commence at 4-15 p. m. each day.

The Rules of the London Athletic Club will be observed.

Prizes will be withheld and the Medal only presented if there are less than three entries for any of the above events.

The Challenge Cups will be held by the winners till the following Annual Meeting. If won by the same individual three years in succession, the Cups may be retained.

The Races, &c., are open to all Commissioned Officers of the Army and Navy, and to Members of the Civil Service, and of the following Clubs:—

Byculla.	Madras.
Bombay.	Western India.
Bengal.	Sind.
United Service.	Allahabad.

Entries must be made on or before the 20th to the Honorary Secretary, Bombay Gymkhana, and Entrance Moneys forwarded at the same time. Colours should be stated.

The order of events each day may be changed hereafter if necessary to suit the majority of Competitors.

This notice is in supersession of the previous ones, and is subject to any alteration the Committee may think necessary.

N. R. OLIVER, } Hon. Secs.
C. YOUNG, }

Bombay, 10th Sept. 1877.

IMMIGRANTS FROM THE FAMINE DISTRICTS.

The following are the number of immigrants registered at the office of the Commissioner of Police for the week ending 14th inst.:—

Sept.	Men.	Women.	Children.	Daily total.
8	199	151	144	494
9	268	142	132	542
10	203	111	105	419
11	221	132	184	587
12	242	160	140	542
13	224	155	163	542
14	177	100	78	355
	1,534	1,001	946	3,481

Total of Previous Register... 24,802

Total number up to 14th instant... 28,283

The grand total from the famine districts is 28,283 up to this date. The following figures show the numbers who have left Bombay to return to their several districts, which includes men, women, and children:—

On the 8th instant	.....	312
„ 9th „	.....	340
„ 10th „	.....	255
„ 11th „	.....	346
„ 12 h „	.....	310
„ 13th „	.....	362
„ 14 h „	.....	401
		2,326

Previous register..2,752

Total left up to 14th...5,078

On Saturday morning last there were only 20 persons at the Sion refuge camp, as 198 persons were sent away to Tanna on the 10th inst. from that camp. There have been but four deaths since the Sion camp of refuge was opened. The care and attention paid to these people by the Police, who are in sole charge of them, is very praiseworthy.

MARINE COURT OF ENQUIRY.

LOSS OF THE SHIP FERONIA.

On Friday, at the Fort Police Court, the adjourned inquiry into the loss of the British ship Feronia was resumed by Mr. Webb (chairman), Captain H. Morland, Mr. John Gordon, and Captain G Gesch, when the following evidence was recorded.

Mr. Cleveland, instructed by Mr. Searle, Master Attendant, conducted the proceedings on behalf of Government; Mr. Jefferson (of Messrs. Jefferson and Payne) appeared for the captain and owners of the ship.

Captain Alexander Campbell, recalled and reworn and further examined by the Court, said: The crew and headsman were all quite sober at the time of wreck. My object in standing so far to the north was to get an offing. After standing so long on the port side I do not think that it would have been better to have tacked to the south, as the wind might have shifted to the westward. I expected from the way in which the ship was going to have weathered Kattywar. I expected that she would have made good the course she steered on account of the southerly current. She was a flat-bottomed vessel, and drew 13 feet, and was going on an average four knots. The vessel was classed A 1 at American Lloyd's for three years from January 1875. She had another six months to run on that class before she was wrecked. I produce her certificate from Captain Dixon, the surveyor to American Lloyd's. Captain Carlyon had commanded the vessel before I took charge of her at St. Helena. Her rudder had been lost, I think, during rough weather. A new crew and an agent were sent out with me to St. Helena from England. The captain, the mate, two apprentices and steward were in the vessel, at St. Helena, when I assumed charge of her. The agent had a power of attorney from the owner of the vessel, and I took charge of her from him. She was then anchored in 17 fathoms water. Her rudder had been repaired. I had new foretop sails and crossjack yards made, as the old ones had gone a little at the head. The ship was in generally good condition. She was laden with coals originally for Aden, but came on to Bombay. She was quite tight, and made no water during the voyage to Bombay She was docked in the P. and O. dock in July 1876. Some of her yellow metal and sheathing was taken off. She had wooden sheathing. Worms had attacked her at St. Helena, and her yellow metal was raised two courses higher. None of the present officers and crew, with the exception of apprentice Baxter, were on board the vessel when I joined her at St. Helena. None of those who came out with me from England are at present on the crew. There were a mate, 2nd mate, a carpenter, two men who performed the duties of carpenter, and seamen, one cabin boy, one cook, eight able seamen, and four boys. Most of these had been in previous voyages of the ship. The force pump and others were all fixed. They had all been there when I joined, with the exception of the windmill pump. It was sent out from England to St. Helena, and was fixed by me on the first voyage from Bombay to Rangoon. There was no necessity to fix it, and it had never been used except at the first trial. I had her well caulked at Rangoon on the first voyage, though she had not made water on the voyage thither. I had all the top sides thoroughly caulked by my own carpenter. When loaded with timber she drew about 21 feet. She made no water on the way to Bombay. I had left Bombay on the 5th August on the first voyage to Rangoon, and arrived at Elephant Point on the 17th. The ship was chartered there and back for two voyages. We had very different winds on the first voyage. The draught of water on leaving Bombay was about the same during all three voyages. She drew a little over 13 feet. The officers kept watch and watch. The ship was chartered on the last voyage to go home from Burmah. There were 8 and 7 men on each watch. An officer of the watch used to hove the log every two hours; and also attended to the lead. The crew were all well, with the exception of the second officer, who was suffering from fever since the evening of the 17th. He was confined to his cabin, and I healed him with quinine and emetics. Under ordinary circumstances I always obtained observations; and I took them on the 19th, after I left Bombay. I had none after the 19th. I did not try to take them on the 20th, as I was inside of Kennery, and did not think them necessary. I do not remember whether I took observations on the 21st. I only recollect seeing Kennery at 11 p. m. The reason for making short tacks outside the harbour during the S. W. monsoon is, that the wind was dead. While on the starboard tack, we were going South to South and by West. We were making 2 to 2½ points of leeway. If I had tacked while in 25 fathoms water on the morning of the 22nd, I would have made a South ½ East course. While off the coast I thought the wind would haul round and give us a better course. While in 25 fathoms water, I tried to get to the leeward rather than to the southward. With the exception of the salt provisions I had got all my other stores from Parsee and Bapty's. The canteen stores I had got from Tyabjee's. When the pilot asked me to stand over to put him out, it was between 3 and 4 o'clock. The ebb tide would have set us out and kept us to windward. We bore up to land the pilot at about 3 p.m. On the 22nd, at 9 a.m., I did not take observations, as I depended upon the soundings. I was not then in sight of land. The sun was clouded at 12 o'clock, but it was clear at 9 o'clock, and during the afternoon. I tried to take an observation of the sun with my sextant at 12 o'clock, but I could not. I came on deck with my sextant between 11-30 and 12 o'clock. I tried all this time to get an observation, but could not. There were passing clouds. I did not attempt to take an ex-meridian latitude. I could have got one if I tried. There was something wrong with the time. It was of no importance to ascertain my latitude. The moon might have been in her first quarter. The moon was up and pretty bright. I did not attempt to get a latitude by it, as the horizon was hazy. For the same reason I did not attempt to get a latitude by the stars. The moon had gone down when we went ashore, and I think there was low water. We had both cables and anchors on deck. We had the long boat, life boat, and jolly boat. They were all in good condition. They were two on the top of the deckhouse, and the jolly boat was on the skids in front of the poop. I think we were about 80 yards from the shore; and the line was to be made fast by a capstan bar to be driven into the sand. The ship was bumping at this time. In the life boat there were ten men, including the chief officer, and also their chests and bags. I saved a few clothes. The chief officer saved some clothes; the second officer lost almost everything. I made sure the chief officer would have had the log book with him amongst his things.

The Court then adjourned the further hearing till Tuesday (to-morrow).

FOURTH CRIMINAL SESSIONS.

SIXTH DAY, SATURDAY, 15th SEPTEMBER.

(Before the Hon'ble Sir Charles Sargent.)

SENTENCE.

John Amelius Boardman, against whom the jury returned a verdict of guilty of criminal misappropriation and criminal breach of trust as a public servant on Friday, was called up to receive sentence.

Prisoner then commenced to read a statement, saying he would comment shortly upon a few of the points in his case.

The Judge.—I cannot allow you to comment upon the evidence.

Prisoner said he would not comment upon the evidence but would draw his Lordship's attention to a few of the points in his favour. In his statement (which he was allowed to read,) prisoner said among other things that he did not know until the morning of the trial what the charges against him were, or else he would have got the proper evidence to meet them. He asked his Lordship to refer to a certain book, from which it would be seen that there was no balance of silver in the electro-plating shop; and as he could have got any quantity of silver from the superintendent, it was improbable that he should take any from the shop. After alluding to some points in his career and commenting upon Jalamsing's evidence, prisoner said he came down to Bombay; and on the representations he made to the Inspector General, he was allowed to resign instead of being dismissed the service.

His Lordship, in passing sentence, said—You have been found guilty by the jury of the offences of criminal misappropriation and criminal breach of trust as a public servant, in respect of Rs. 12 With that verdict I am perfectly satisfied. It is true it is a small sum of money; but at that time you held the responsible post of Deputy Jailor in an important jail like the Yerrowda Central Jail. You were also entrusted with the charge of the electro-plating shop. The offence of which you have been convicted is of an important character, affecting the general administration of this country. I may also add that you are—or at least you claim to be—a European; and the Government had therefore a right to expect from you a high standard of conduct. I cannot, therefore, with any regard for the public interests, pass upon you a lighter sentence than three years' rigorous imprisonment.

ATTEMPTED MURDER IN THE HOUSE OF CORRECTION.

Rajah Danna, a convict in the House of Correction, was charged with having on the 3rd July last attempted to murder Captain Walshe, Superintendent of the Jail, by rushing at him with a drawn sword with the intention of striking him therewith; with having at the same time attempted to voluntarily cause him grievous bodily hurt; and with having attempted to voluntarily cause grievous bodily hurt to Luxmon Narayen, a havildar in the jail, in order to deter him from doing his duty: and Ragunathsing Lallsing, also a convict, was charged with aiding and abetting the commission of the said several offences. Both the prisoners, natives of Upper India, had a ruffianly appearance. Mr. Jardine, instructed by Mr. Cleveland, the Deputy Clerk of the Crown, conducted the prosecution. The prisoners were not defended.

Mr. Jardine, in addressing the jury, said the singular appearance of the prisoners (who had jail clothes on and were in chains) was accounted for by the fact that they were convicts in the Bombay House of Correction working out their respective sentences. The evidence in the case was short, because the acts with which the prisoners were charged were committed in a very short space of time. Between 9 and 10 o'clock on the morning of the 3rd July last, the convicts in the jail were brought for their meals from No. 6 to No. 4 yard, and in doing so, they had to pass what is called the "round-house." In the "round-houses" a sword, which had been cleaned by another convict, was seen placed against the wall; and whether from premeditation or on a sudden temptation, the two accused put down the iron dishes for carrying their food; and the first accused took up the sword, giving its iron scabbard to the second. Luxmon, the havildar, who came up, saw the first prisoner brandishing the sword and asked him to put it down. The first prisoner thereupon aimed a blow with it at the head of the havildar, who drew back and avoided the blow. They then passed on, the first prisoner avowing that he would not lay down the sword without taking the life of the superintendent. Both the prisoners went and stood in yard No. 5 in an excited state, brandishing the sword and the iron scabbard, and the second prisoner at that moment took out of his waist cloth a jail knife with which he had been working, and which he had no right to have with him. A great deal of excitement prevailed, for, while the prisoners were brandishing the weapons, the other convicts shouted and made a noise. The superintendent had been communicated with by the warders; and he ordered a senior warder and a European convict to arm themselves with swords; and the three then went to yard No. 5. On seeing the superintendent and the two other Europeans, the prisoners made a rush at the superintendent. When they arrived within a few paces of him. Captain Walshe, seeing that matters had got very serious, and that it was necessary to arrest the course of the prisoners, fired a revolver at the first prisoner without intending to do him any grievous hurt. The bullet struck him in the thigh, and he dropped down. It was a fortunate circumstance that Captain Walshe took this severe, though prudent, measure; or else the consequences might have been more serious than they had been, and the prisoners would have been tried on a graver charge. Supposing that there had been a sort of mutinous spirit in the convicts, the conduct of the prisoners might have led to serious and unpleasant consequences; and if the prisoners had not been arrested in their course, much blood might have been shed, but which was avoided by the measure Captain Walshe skilfully adopted. There could be no doubt as to the identity of the prisoners; and the jury would have only to consider under which head the conduct of the prisoners brought their offence, with regard to the more serious offence against the first prisoner, that of attempting to commit murder, the learned counsel called the attention of the jury to the law that it was not necessary that he should have done any act: it was sufficient that he made the attempt. For instance, in this case, it was not necessary that prisoner should have wounded Captain Walshe or the havildar; it was sufficient that he up-lifted the sword to strike. After giving further explanations as to the law bearing upon the case, Mr. Jardine said he had omitted one little circumstance which occured in yard No. 5. While there, Luxmon Narayan ordered the first prisoner to lay down the weapon, upon which the latter aimed a violent blow at his head with the sword. The havildar warded it off by holding up his truncheon, on which a sharp cut or dent was made by the blow. The learned counsel concluded by explaining the law as to abetting.

Evidence was then led for the prosecution.

Mr. Thomas Martin said—I am a warder in the House of Correction since January 1872, and know the two prisoners, who were confined in No. 6 yard. On the morning of the 3rd July last, between 9-30 and 10 o'clock, I was on duty in the round-house. I saw the cook bring the meals in No. 4 yard for the prisoners. I saw the two accused supplied with their meals in an iron dish which each prisoner had. The prisoners were obliged to pass through the round-house; there was no other road. I was standing in the veranda of the round-house looking into No. 4 yard. I heard a noise, and on turning round, I saw the first accused with a naked sword in his hand and brandishing it in a furious manner. The second accused had a steel scabbard in his left hand; he drew a knife from his waist-band. I was about to go in, when first prisoner warned me not to advance. From there the two accused ran down the passage to the jail office. I called havildar Luxmon Narayan to come and give notice at the jail office. Warder Cunningham followed the accused to No. 5 yard, whither they went instead of going to the jail office. I had taken a sword that morning from the Superintendant's office to the round-house to have it cleaned by a native Christian, a convict in the jail. He was there that morning.

Jackie Svar, Luximon Narayen, and Mr. Steven Higgins senior warder, were also examined. The last witness said that Captain Walshe was at a distance from the first prisoner, between whom there were the witness and the havildar.

The Judge said it was impossible to hold that the first prisoner attempted to murder Captain Walshe, because he was seen brandishing a sword in the distance. He had not done the act: he might have attempted it. His Lordship did not think there was any use going on with the charge as regarded Captain Walshe, or calling him as a witness.

Mr. Jardine withdrew the charge of attempting to murder Captain Walshe; and the case for the prosecution closed here.

The first prisoner, in his defence, narrated a series of hardships to which he had been subjected by Captain Walshe, who, he said, had been conducting the administration of the jail in an improper manner; and begged that Government would enquire into it. He had often been made to starve for not doing a complement of weaving work which it was not possible for him to do in a day; and he feared that he would be flogged for the expose he had made to the Court. He preferred to be hanged to going back to the jail; and he was ready to give a written consent to that effect.

The jury found the first prisoner guilty of voluntarily causing grievous bodily hurt to Luxmon Narayen whilst in the execution of his duty; and the second prisoner of aiding and abetting him in the offence.

His Lordship reserved passing sentence.

RASH AND NEGLIGENT NAVIGATION.

Shaik Ahmed Mahomed Hoosein, a tindel of a prow or country boat, was charged with having, on the 7th August last, in Bombay harbour, caused the death of Dr. Dugald McGregor by doing a rash and negligent act not amounting to culpable homicide, that is to say, by rashly and negligently his prow and running into a boat in which Dr. McGregor was; and also with navigating his vessel so rashly and negligently as to endanger human life. Mr. Farran, instructed by Mr. Cleveland, acting public prosecutor, appeared for the prosecution. The prisoner was not defended.

Mr. Farran briefly stated the facts of the case to the jury. The prosecution arose out of the death of Dr. McGregor, which unfortunately occurred on the 7th August last in the Bombay harbour. The doctor was in the habit of visiting ships in the harbour on professional duties. He possessed a boat with four rowers, and had been in the habit of rowing in it for about twelve years. When there was wind, the boat had sails, and when there was no wind, it was rowed by oars. On the 7th August last, he had left in the boat from Sassoon Dock, and was returning in it to Apollo Bunder, when the accident occurred. The learned counsel called it an accident, because the prosecution took it to be an accident, otherwise the prisoner should have been on his trial on a much graver charge. The boat was coming that day from Cross Island to Apollo Bunder; and she was at the time beating up against the wind on the starboard tack. She was on the starboard tack, and consequently her head was somewhat towards the Colaba Church. Both the prow and the boat were on the starboard tack; but whichever tack it was, it was the duty of the crew according to the rules of the harbour, as she was running free, to keep clear of the boat that was close-hauled. When the prow appeared about 50 yards off, the men in Dr. McGregor's boat called out "ghoss, ghoss," i.e., luff, luff, which was the only successful manœuvre that was practicable under the circumstances. It was the duty of the men in the prow to keep a look-out, and to give notice at a distance of not less than 50 yards. The evidence would show that, instead of keeping a look-out all the men were engaged in arranging tarpaulins, and the accident was the consequence. The boat was allowed to come too near, and other manœuvres but that of luffing was possible; but the prow did not luff sufficiently, and the boat was struck and swamped. The doctor disappeared in the water, and was after a few minutes picked up by one of his own men. He was recovered in an insensible state to the hospital, where he died. Now, the question for the jury, said the learned counsel, was whether the tindel of the prow was not navigating her in a careless manner?

The boatmen of Dr. McGregor's boat and Mr. David Jolley, Harbour Master, were examined for the prosecution. A model of a prow and a boat were produced to explain to the jury the course of the boats at the time of the accident.

The Judge asked why the magistrate did not dispose of the case under the Presidency Magistrate's Act?

Mr. Farran said Mr. Nana Morojee, who tried the case, did not feel competent to dispose of it, thinking his Lordship would be better able to appreciate the nautical evidence.

Two witnesses, his own boatmen, were called by the prisoner in his own behalf. The defence was that prisoner luffed when told by the doctor, but that the latter did not go "dasman" when requested by the prisoner to do so. Had he done so, no accident would have occurred.

The jury found the prisoner guilty of navigating his vessel in a manner so rash and negligent as to endanger human life.

Prisoner said—I am quite innocent of the offence. I did all I could do to avoid the collision. There were people on board my vessel on the look-out. When the men in Dr. McGregor's boat called out to me "ghoss, ghoss," I did so. I am very sorry the accident occurred, and I pray for mercy.

His Lordship, in passing sentence, said—The jury have found that you are guilty only of negligence in not having a proper look-out; and therefore I must suppose they were of opinion you did not see the other vessel till she was close upon you. I must pass only a light sentence upon you. Everybody knows that it was only an accident. As this is the first case of the sort that has come before me here, I shall pass upon you only a sentence of a month's rigorous imprisonment as a warning to people of your class.

The Court then adjourned until Monday morning, when the only remaining case will be tried.

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